

BIOGRAPHICAL MEMOIRS
OF
LORD VISCOUNT NELSON,
&c. &c. &c.

WITH
OBSERVATIONS,
1797
CRITICAL AND EXPLANATORY.

SPARSA COEGI.

By JOHN CHARNOCK, Esq. F. S. A.
AUTHOR OF THE BIOGRAPHIA NAVALIS, AND THE HISTORY
OF MARINE ARCHITECTURE,
&c. &c.

London:

PRINTED FOR H. D. SYMONDS, PATERNOSTER-ROW; J. HAT-
CHARD, PICCADILLY; AND BLACK AND PARRY,
LEADENHALL-STREET,

1806.

JOYCE GOLD PRINTER, 1701 E. 14TH.

PREFACE.

A PREFACE is generally unnecessary, and often impertinent: that is to say, it is unnecessary to the reader; far otherwise to the author of a book. It is a vehicle, like the armed chariots of old, in which he proudly sits, displaying his own importance and superiority, while the wheels of invective on which it rolls, pass without mercy over those unfortunate wiglights who have attempted to possess themselves even of the smallest corner of that peculiar province, of which he himself perhaps is an impudent usurper. Sometimes too, to use an humbler simile, he condescends to play in it the part of a puffing precursor to a show, who, with much noise of drum and trumpet, proclaims the mighty things which

you shall see and hear; and having pocketed your money, ushers you behind the curtain, and leaves you in the lurch, to grumble at his wretched tragi-comedy, or to laugh at the awkwardness of his company of performers.

These observations, however ludicrous the manner in which they are here offered may seem, are gravely intended, and well meant. The Author of this volume, in making them, enjoys a certain degree of self-congratulation, when he reflects, that the nature of his subject must exempt from such censure, and save from such ridicule, the few prefatory lines which he hopes his readers will agree with him are not wholly unnecessary. A subject on which, as his humble endeavours, with exceptions scarcely worth naming, have the honour to be first exerted, he has no competitors to envy or to blame. A subject so splendid in its story, so notorious in the infinite ubiquity of its fame, that he needs only refer his readers to his title page, to bespeak their attention.

If, however, he be thus fortunately exempted

from painful tricks and expedients of recommendation, he feels, and painfully too, the weight of the task which he here essays to perform.—The brilliancy and publicity of his theme, of which but now he boasted, overwhelm him with the sense of his own inadequacy to such an attempt. He will offer an apology on the only ground where apologies ought ever to be rested, on the ground of truth and sincerity, in a candid avowal of the motives which have induced him, from time to time, to collect, and now to present to the public, a sketch of the memoirs of Lord NELSON.

An enthusiastic attachment to the naval service, and all that relates to it, has been, from his childhood, his ruling passion. It has led him, in more instances than one, to devote his pen to the illustration of its mechanical œconomy, and to the biography of many of its numberless heroes. With a disposition so inclined, and habits so fixed, it became his fortune to gain some personal knowledge of the great man whose memory he now seeks to consecrate; and that occasional intercourse took place in the

house of the late Captain WILLIAM LÖCKER, Lieutenant-Governor of Greenwich Hospital, with whom the Author may presume to boast of many years' strict intimacy and friendship, and whose high character in public service, and in private life, are above his powers of praise. That excellent officer, as we shall see, was, in a manner, Lord NELSON's professional father. By him, a thousand traits and anecdotes were communicated, in that exquisite manner of simplicity and feeling which belonged almost peculiarly to himself.—By him the present work was suggested, even during the life of his Lordship, almost in the form of a request; certain materials, whose value will speak for them in the course of the ensuing pages, have been since supplied by his estimable family. Thus, with an original bias to the subject, some aid of private intelligence relative to it, and, perhaps above all, pushed on to the undertaking by the late prodigious conclusion of the Hero's triumph, have promoted the Author's presumption in devoting his feeble powers to their celebration.

Of the mode in which he has executed his

task, the reader must judge for himself, recollecting always, that the work affects only the character of memoirs. A life of Lord NELSON, properly given, would perhaps involve some years of the general history of Europe. A detail even of naval exploits, which have extended from the Nile to the Baltic, nay, which have shone in almost every sea that bears a distinct denomination, could not possibly be confined to a single volume.

The Author claims little merit beyond that, which, of right, belongs to a faithful collector and reporter of much authentic intelligence, that had been before widely scattered under the public eye. He hopes, by this faithful miniature representation of Lord NELSON, to correct the defects and mistakes of such miserable sketches as have already appeared, and to furnish an outline to those who may, in future, be inclined to amplify on a subject which affords such boundless space. Should a work of that kind be undertaken by no one else, he may, at some future time, produce his best endeavours to that effect. He means to de-

vote to them all the favourable intervals which an uncertain state of health, and many painful private concerns may allow him. He craves, in the mean time, to the defects of the present performance, that candour of criticism which is seldom denied to unavoidable imperfections.

CONTENTS.

PRELIMINARY Introduction to the Memoirs of Lord Nelson, page 1—His descent, 4.—Time of his birth, *ibid.*—Sent to the public school at Norwich, *ibid.*—Removed to North Walsham, *ibid.*—Enters on board the *Raisable*, of 64 guns, under his maternal uncle, Capt. Maurice Suckling, 5.—Biographical Memoirs of that Officer, *ibid.*—*Raisable* put out of commission, 7.—Mr. Nelson makes a voyage to the West I dies, under the care of Mr. Rathbone, 8.—Returns from thence, and is appointed a Midshipman on board the *Triumph*, *ibid.*—Received on board the *Carcass*, as Coxswain, 9.—Proceeds on a voyage for the discovery of the North West passage, under the orders of the Hon. Constantine Phipps, afterwards Lord Mulgrave, 10.—Memoirs of that Nobleman, *ibid.*—Instance of the confidence and trust reposed in him, 15—Anecdote of his pursuing a Bear, *ibid.*—Returns to England, and proceeds to the East Indies, on board the *Seahorse*, of 20 guns, under the orders of Captain Farmer, 16.—Memoirs of that Officer, *ibid.*—Compelled, on account of his ill health, to return to England, by order of Commodore Hughes, 21—Memoirs of that Officer, *ibid.*—Embarks on board the *Dolphin*, 22—Appointed, immediately after his arrival, to be acting Lieutenant of the *Worcester*, commanded by Captain Robinson, 24—Memoirs of that Officer, 25—The high opinion entertained by him of Mr. Nelson, 26—

Promoted to be Second Lieutenant of the *Lowestoffe*, commanded by Captain Locker, 27—Memoirs of that Officer, *ibid.*—Proceeds to Jamaica, 29—Appointed Commander of a Tender, 31—Anecdote concerning his conduct in boarding an American prize, 32—Mr Nelson appointed Third Lieutenant of the *Bristol*, under Rear-Admiral Sir Peter Parker, 33—Memoirs of that Officer, *ibid.*—Mr Nelson promoted to the command of the *Badger* sloop of war, 35—Ordered to the Musquito shore, *ibid.*—Preserves Captain Lloyd, and the crew of the *Glasgow*, from being burnt, *ibid.*—Advanced to be Captain of the *Minchbrooke*, of 20 guns, 36—Appointed to command the batteries which defended the entrance to Port Royal, *ibid.*—Ordered on an expedition into the Gulf of Mexico, *ibid.*—His gallantry and very conspicuous conduct, 37—Taken ill, and returns to Jamaica, passenger on board the *Victor* sloop, 38—Promoted to be Captain of the *Janus*, of 44 guns, *ibid.*—Obliged to relinquish that appointment on account of the continued ill state of his health, *ibid.*—Returns to England, as a passenger on board the *Lion*, commanded by the Hon. Captain Cornwallis, *ibid.*—Memoirs of that Officer, *ibid.*—Captain Nelson, on his arrival, repairs to Bath, 39—His speedy recovery, 40—Appointed to the *Albatross*, of 28 guns, 42—Ordered to Newfoundland, 43—His distinguished conduct on a cruise off Boston, *ibid.*—Proceeds to Quebec, and from thence to New York, 44—Proceeds to the West Indies to join Lord Hood, 45—Memoirs of that Nobleman, *ibid.*—Ordered to attend Prince William Henry, now Duke of Clarence, 49—Returns to England, and goes immediately to France for the recovery of his health, *ibid.*—Returns to England, and appointed to the *Boreas* frigate, in which he proceeds to the Leeward Islands, *ibid.*—Involved in a dispute with the Americans, relative to the navigation act, 50—Marries Mrs Frances Herbert Nesbit, and returns to England, 51—Solicits employment without success, 52—Appointed to the *Agamemnon*, of 64 guns, 53—Proceeds to the Mediterranean, *ibid.*—His very distinguished

conduct while employed there, 53—His gallantry at the sieges of Bastia and Calvi, 54—Loses the sight of his right eye, *ibid.*—Engaged in two different actions with the French fleet, 55—Biographical Memoirs of Lord Hotham, *ibid.*—Captain Nelson appointed senior officer of a squadron of observation, 59—Chased by the French fleet into St. Fiorenzo, 60—A second encounter with the French fleet, *ibid.*—Again detached as senior officer of a light squadron, *ibid.*—His spirited conduct in Vado Bay, 61—The arrival of Sir John Jervis to take the command of the fleet, 63—Memoirs of that Officer, *ibid.*—Captain Nelson appointed a temporary Commodore, 65—Confirmed in that rank, and removes into the Captain, of 74 guns, 68—Blockades Leghorn, 69—Captures Porto Ferragio, and garrisons it, *ibid.*—Removes his broad pendant into *la Minerve*, of 32 guns, *ibid.*—Engages *la Sabina*, a Spanish frigate, and captures her, 70—*La Sabina* rescued by a superior Spanish force, 71—Rejoins the Commander in Chief, and removes his pendant into his former ship the Captain, 73—Memorandum made by Commodore Nelson himself, of the leading transactions in which he was concerned during the encounter with the Spanish fleet off Cape St. Vincent, Feb. 14, 1797, 75—Log-book of his Majesty's ship the Captain, including all the transactions during the period just mentioned, 79—Account given of the engagement by Lieutenant-Colonel Drinkwater, 84—Remarks on the heroic conduct of the Commodore pending the fight, 91—Letters written by Lord Nelson immediately subsequent to the battle off Cape St. Vincent, 96—Remarks thereon, 97—Removes his broad pendant on board the *Theseus*, and appointed to command the blockade of Cadiz harbour, 98—His encounter with Don Miguel Tyrason, 99—The bombardment of Cadiz, 101—Sir Horatio detached to attack the town of Santa Cruz, 102—Loses his right arm by a cannon shot, 104—Returns to England, *ibid.*—Pension granted him, 195—Hoists his pendant on board the *Vanguard*, and proceeds to the Mediterranean, 106—Appointed immediately on his ar-

rival to command a detachment, 107—Authentic narrative of the proceedings of the squadron under his command, 108—Arrives in the Gulf of Lyons, bears up with his squadron for Sardinia, is dismantled, and anchors in the Road of St. Pierre, *ibid.*—Resets, and sails again in four days, 109—Reinforced by Captain Troubridge with ten sail of the line, *ibid.*—Arrives off Corsica, proceeds towards the coast of Sicily, receives intelligence of the surrender of Malta, and steers for that Island, 111—Informed by a Genoese brig that the French fleet had sailed from thence on the 22d, *ibid.*—Sails for Alexandria in quest of them, shapes his course for the Coast of Caramania to water, and obtain intelligence, enters the port of Syracuse, 112—Reasons assigned why his fleet passed the French, without falling in with them, 113—Makes the Gulf of Coroo, and receives intelligence that the enemy's fleet had been seen steering to the South East of Candia, 114—Steers again for Alexandria, 115—His admirable plan for attacking the enemy, and the complete comprehension of it by the officers under his orders, 116—Signals rendered unnecessary, *ibid.*—Explanation of his plan, 117—Disposition of the two fleets at the battle off Aboukir, 118—Account of the action, 119—Wounded in the head, 121—His conduct on the occasion, 123—The *l'Orient* set on fire, 125—Situation of the two fleets the ensuing morning, 126—Misfortune that befel the Calloden, 128—Roman conduct of the Rear-Admiral to the prisoners, 129—Behaviour of the Mamelukes, *ibid.*—Orders a public thanksgiving to the Almighty, in gratitude for the victory, 130—Returns thanks to the officers and seamen of the squadron, 131—Remarks on the preceding engagement, 133—Parallel drawn between the attack made on Mr. Barrington, at St. Lucia, by the Count d'Estaing, and the defeat of the French fleet off Aboukir, 137—Account given of the action by a French Officer of rank, 142—The description given of it by Denon, 149—Official account transmitted by Sir Horatio Nelson himself, 152—Remarks on its effects, 156—Captain Capel ordered to Naples, and

Lieutenant Duval to Bombay, with intelligence of the event, 157—Sir Horatio Nelson's letter to the Governor on that occasion, *ibid.*—Quits the Bay of Aboukir, with the main body of his fleet, and proceeds to Naples, 159—His reception there, *ibid.*—Receives the thanks of both Houses of Parliament, and is created a Peer, 160—An annuity of two thousand pounds a year is granted him by Britain, and one thousand by Ireland, *ibid.*—Extract from his Majesty's speech and message to the House of Commons on the occasion, 161—Presents made him by the East India and Turkey companies, 162—A sword voted him by the City of London; his Lordship's letter to the Lord Mayor, accompanying a present of the sword of Mon. Blanquet, the commanding French Admiral, who survived, *ibid.*—Proceedings in the Court of Common Council, 163—Memoirs of Sir Edward Berry, 164—Description of the medals cast in consequence of the victory, 168—Various gifts and presents made to his Lordship by private individuals, 169—Letter of Captain Hallowell, accompanying a very singular present, 170—A Chelengk, or Plume of Triumph, sent him by the Grand Seignior, with the letters and ceremonies that accompanied it, and with which it was presented, 171—Augmentation to his arms, 173—Valuable presents made his Lordship by the Dowager Sultana, the Emperor of Russia, the Kings of Naples and Sarüinia, the Island of Zante, and the city of Palermo, 174—Present made him of an extraordinary sword, by his Neapolitan Majesty, 175—Created Duke of Brönte, and a domain of three thousand pounds a year attached to the title, *ibid.*—Etymology of the word Brönte, *ibid.*—The blockade of Malta, 177—Surrender of Goza by capitulation, 178—His Lordship advanced to the rank of Rear-Admiral of the Red, and shifts his flag on board the *Foudroyant*, 180—Fort St. Elmo surrenders, together with the city of Naples, 181—King of Naples hoists his standard on board the *Foudroyant*, 185—His compliment to Lord Nelson on the occasion, *ibid.*—The surrender of Capua and Gaeta, *ibid.*—Expulsion of the French from Italy, 186—Af-

sectionate letter written by his Lordship to the late Lieutenant Governor Lockyer, 187—Fetes given to honour of the victory, and honours paid his Lordship at Palermo, 188—The French prevented from carrying off their plunder from Rome, by Commodore Troubridge, 190—Gratitude of the Papal government and the people on that occasion, 191—Distressed state of the Maltese garrison, *ibid.*—Capture of the Generaux, 192—Capture of le Galliano Tell, 194—His Lordship obliged to resign his command on account of ill health, 197—He proceeds to Trieste, and passes from thence by land to Hamburgh, *ibid.*—Honours paid him by the Queen of Naples on his quitting Palermo, together with his reception at Vienna, *ibid.*—Attention shewn him at Prague by the Archduke Charles, and by the Senate of Hamburgh, 198—His Lordship arrives in England, *ibid.*—Dines with the Lord Mayor, 199—Speech made to his Lordship by Mr. Clarke, the Chamberlain of the City, 200—His Lordship's answer, 203—Is raised to the rank of Vice-Admiral of the Blue, *ibid.*—The command of a division in the Channel fleet intended to be given him, 204—His destination changed, his Lordship being appointed second in command of the fleet sent into the Baltic, under the orders of Sir Hyde Parker, 205—The fleet sails from Yarmouth, together with the measures taken by Denmark and Sweden to oppose it, 206—Account of the navies of Denmark, Sweden, and Russia, 208—Exertions made by the British government to prevent a rupture, 209—The failure of them, 210—Correspondence between Admiral Sir Hyde Parker, and the Heer Stricker, Governor of Cronenberg Castle, 211—The British fleet passes the Sound, 212—A detail of the circumstances attending that event, *ibid.*—Description of the view of the coast of Denmark and Sweden, 217—Lord Nelson volunteers his services to command the attack on Copenhagen, 219—Preparatory arrangements made on the occasion, 220—Orders issued for the regulation of the mode of attack, 221—Testimony borne by Lord Nelson to the gallantry of the Danes, 221—Official dispatches of

Sir Hyde Parker, containing an account of the attack, 224—
 Account containing the particulars of it, transmitted to him
 by Lord Nelson, 227—Memoirs of Sir Hyde Parker, 229—
 Of Sir Thomas Graves, K. B., 234—Of Sir Thomas Boulden
 Thompson, 239—Of Captain Edward Riou, 243—Incon-
 venience to which the British detachment was exposed, in
 consequence of the *Agamemnon*, the *Bellona*, and the *Rus-*
sell being prevented from getting into their stations, 245—
 Distress on board the Danish ships, 249—Lord Nelson dis-
 patches a flag of truce on shore, *ibid.*—Memoirs of Sir Fre-
 derick Thesiger, *ibid.*—Communication and correspondence
 between his Lordship and the Crown Prince of Denmark,
 252—Account of his Lordship's reception at Copenhagen,
 254—Remarks thereon, 255—Account given of the engage-
 ment by a native of Denmark, 256—Letter from the Royal
 College of Commerce at Copenhagen to his Danish Majesty's
 Consul at Leith, 264—Account of the action, written by an
 Englishman on board one of the British ships of war, 266—
 Official account given of it by the Danes, 270—List of the
 Danish line of defence, 274—Observations on the conduct of
 Lord Nelson, 279—Articles of the treaty entered into with
 the Danes, 280—Account given of his Lordship's reception,
 by Mr. Carr, 284—Presents made by Lord Nelson to the
 young Danish Officers, 287—Thanks of the British Parliament
 voted to his Lordship, 288—Tributes of applause render-
 ed to his conduct in the Houses of Lords and Commons, 289
 —Created a Viscount of the United Kingdom, 291—Sir Hyde
 Parker proceeds up the Baltic, leaving Lord Nelson at Co-
 penhagen, 292—Difficulties which attended the passage be-
 tween the Islands of Amak and Saltholm, 293—Advice re-
 ceived by his Lordship, that an engagement was expected to
 take place between the Swedish and British fleets, 294—His
 Lordship follows the division of the Commander in Chief, in
 his barge, *ibid.*—Interesting anecdotes that took place during
 the passage, *ibid.*—His Lordship gets on board the *Elephant*,
 296—The Swedish fleet descried, but hostilities prevented.

for the present by a flag of truce dispatched by Sir Hyde Parker, with information of the disaster which had befallen the Danish line of defence, 295—Correspondence between Sir Hyde and Vice-Admiral Cronstadt, the Swedish Admiral, 297—Declaration of the Emperor of all the Russias, 299—Sir Hyde Parker resigns his command to Lord Nelson, 301—Correspondence between his Lordship and Vice-Admiral Cronstadt, *ibid.*—His Lordship resigns his command, 305—Public orders on that occasion, *ibid.*—Ceremonial of the Investiture of Sir Thomas Graves with the Order of the Bath, 307—His Lordship arrives at Yarmouth, 308—Invasion of Britain threatened by France, 309—Lord Nelson voluntarily offers his service on the occasion, 311—Observations thereon, *ibid.*—His conduct on landing at Yarmouth, 313—The mighty preparations of France, 315—His Lordship hoists his flag on board the *Leyden*, of 68 guns, 316—Description of Boulogne, and his Lordship's arrival off that port, 318—Arrangements made for the attack, 319—The event of it, and remarks thereon, 321—Official account thereof, 322—His orders on the occasion, 323—His Lordship returns to England, 324—Resumes the attempt, 326—His official dispatches, and the precautions adopted by the enemy, 327—Reflections on the transaction, 337—His Lordship's orders consequent to it, 338—Consolatory letter written to his Lordship by Earl St. Vincent, 340—Humanity of his Lordship on landing at Deal, *ibid.*—Anecdotes of him when at Salisbury, 341—Is advanced to the rank of Viscount, 343—Recapitulation of his gallant exploits, together with remarks on them, and on the consequences thereof, 344—A review of the honours conferred on him, 354—His character in civil life, 356—His parliamentary conduct, 357—Speech made by him in the House of Lords, on the 21st of December, 358—Appointed Commander in Chief in the Mediterranean, and proceeds to Gibraltar, having hoisted his flag on board the *Victory*, 362—Account of the skirmish with part of the French fleet off Toulon, 363—Destruction of French mer-

chant vessels in Hieres Bay, 365—Letter written by his Lordship to the Lord Mayor, in consequence of the resolutions of the Corporation of the City of London, thanking him, as Commander in Chief of the fleet employed in blockading the port of Toulon, 366—The French fleet puts to sea from Toulon, 368—His Lordship, deceived by false intelligence, pursues it in vain, 369—He returns back to Toulon, *ibid.*—Sails again, and proceeds to the West Indies, 370—Lord Nelson arrives in Tetuan Bay, 371—He determines to pursue the enemy, *ibid.*—Remarks on his conduct, 372—He proceeds to the West Indies, and arrives at Barbadoes, 374—Joined by Rear-Admiral Cochrane, 375—Proceeds to Trinidad, 376—Quits that Island, and proceeds to Antigua, where he receives information that the Combined Squadrons were on their passage back to Europe, 377—His Lordship again follows them, *ibid.*—Arrives at Gibraltar, 378—Proceeds to Tetuan Bay, 379—Returns homeward, but is disappointed in his hopes of falling in with the enemy off Ireland; he repairs to Portsmouth, in the *Victory*, accompanied by the *Superbe*, 381—Interesting anecdote of his Lordship, when Captain Nelson, 382—He arrives in London, 383—Account of his reception, *ibid.*—Appointed to command a fleet ordered to be collected for the purpose of pursuing the enemy, so soon as any intelligence could be obtained concerning them, 384—Reinforcements dispatched to join Admiral Collingwood, 385—Deputation from the West India planters waits on his Lordship, 386—His answer, *ibid.*—Information received of the motions of the Combined Fleet, 387—His Lordship rehoists his flag on board the *Victory*, *ibid.*—Sails for the Straits, 388—Dispositions made by his Lordship of the fleet under his orders, 389—The Combined Fleets put to sea, 390—Official account of the battle off Cape Trafalgar, 395—Memoirs of Captain Blackwood, 400—General orders issued immediately after the action, 403—Memoirs of Lord Collingwood, 408—Reflections on the extent and consequences of the victory

off Trafalgar, 409—Anecdotes concerning Lord Nelson at the commencement of the action, 412—Report of the occurrences which took place during the encounter, 414—His death and character, 423

DIRECTIONS TO THE BINDER

Portrait, to front the title page.

Plan of the Battle off Cape St Vincent, to front page 75

View of the Boat Fight, to front page 100.

Plan of the Battle off Aboukir, to front page 152.

Plan of the Battle off Copenhagen, to front page 221.

Fac Simile of Lord Nelson's Hand-writing, to front page 294

Plans of the Battle off Cape Trafalgar, to front page 395.

MEMOIRS

OF

LORD VISCOUNT NELSON.

THE labours of the biographer, of all literary duties perhaps the most important to the temporal interests of mankind, are usually attended by difficulties proportioned to that general importance. In the intricacies of cabinets, the secret cabals of factions, the intrigues of courtiers, or the closets of monarchs, what clue can he find to truth? what degree of penetration can guard him against error? If he turn from the actions of men to their motives, from the review of their conduct to the examination of their characters, his pains will but be increased. The contradictory features which will almost always be found in bold and generous minds, and the hypocrisy and dissimulation which generally belong to those of a meaner cast, will evade his severest scrutiny, and baffle his most honest and acute judgment. Should he however, by a rare good fortune, avoid all these pitfalls of error, a greater peril still lurks behind in his own passions, in those prejudices and partialities, under the influence of which when his subject admits the freedom of

conjecture, he will frequently praise or blame, acquit or condemn, with an injustice, which, however unpremeditated, will expose him to inevitable censure, and probably disgrace.

How fortunate then is he to whose lot it may fall to pen the splendid details of a life so spent, and a character so constituted, as to leave the biographer in perfect security from any of those dangers! We will sketch the outline of the portrait, and challenge the world to deny the resemblance.

The extraordinary person then of whom we are to treat, born and educated in the stillness of domestic privacy, carried with him through a life of unexampled glory that exquisitely noble, though tender, simplicity of mind and manners, which, while it relieved the more dazzling parts of his character, endeared him to those who knew him best, even more than all his victories. It was made up of many excellent passions and sentiments, so mixed and nourished in the warmest heart that ever inhabited an human breast, that it seemed to be, or rather was, but one quality, which invariably influenced his conduct, and shone in all he thought, said, or acted.

This nameless ruling principle inspired him with an exalted pride, which looked down with contempt on the littleness of political or professional parties, and with a sincerity which would have disqualified him to act with them,

could he have been so inclined ; with a sympathy not uncommon to great minds, which led him, without the aid of deliberation and judgment, to the happiest selection of his friends in private life, and of his companions in public service ; with ambition of a sort simple as the rest of his character, which seemed to belong particularly to himself, and in the gratification of which, the plan, the execution, and the event, were solely his own, and always successful ; with a magnanimity, courage, and presence of mind, not confined to the quarterdeck, its pinnacle of glory, but evident in all his intercourse with kings and statesmen of his own and other countries ; with a quickness of decision and a promptitude of execution so instantly following, that they appeared but one act ; with a pure and correct spirit of patriotism, which, while it modestly declined to profess itself in the senate, and proudly disdained to proclaim itself to the people, spoke in thunder to the enemies of his country, from that station, only in which his sovereign had wisely thought fit to place him.

Such was the public character of this great man, and his country was fully sensible of those services which it never could sufficiently recompense. Honours and dignities were thickly showered on him, and he became the idol of Britain, and the wonder of the world. Yet in those short intervals of relaxation, which his pub-

lic duties allowed him, how did we find him in his domestic retirement? Mild, unassuming, and innocent: the only man in Europe with whom we could have sat even for half an hour, without hearing of Lord Nelson's fame. If that service, the already glorious reputation of which he had so frequently crowned with his own laurels, became perchance the topic of conversation, he joined in it only to express his gratitude to those veterans who had been his professional instructors, and his affection to the brave men who had served with him. In a word, for we must repeat it, the ruling character of his mind was a noble and chaste simplicity. To that we owe his public services and his private merits, our past rejoicings, and our present grief.

Horatio, late Lord Viscount Nelson, was the third son of the Reverend Edmund Nelson, rector of Burnham Thorpe, in the county of Norfolk, and Catharine, daughter of Maurice Suckling, D. D. rector of Barsham in Suffolk, Woodton in Norfolk, and one of the prebendaries of Westminster. He was born on the 29th. of September, 1758, and received the first rudiments of education in the public school of Norwich, from whence he afterwards removed to North Walsham. His progress in scholastic learning was however necessarily interrupted at a very early age; for having fortunately, at least for his country, been destined by his father, though, as

it is reported, not strictly in unison with his own inclination, for the sea service, he was, when only twelve years old, entered on board the *Raisonnable*, of sixty-four guns, a ship at that time commanded by his maternal uncle, Captain Maurice Suckling.* This circumstance took

* This gentleman was descended from a family, whose residence at Wodton, or Woodton, in the county of Norfolk, appears, from the visitations of that county, to be traced from a very remote period, to the year 1664. It had given birth to many men of reputation, and among others, to Sir John Suckling, whose father was comptroller of the household, and a member of the privy council, in the reigns of James I. and his successor Charles I. Sir John was not more noticed at the period in which he flourished for the elegance and urbanity of his manners, than for his talents, which bore a very distinguished rank among the literati of that age, more especially in the poetical department. The immediate ancestor of Captain Suckling was, as before mentioned, the Rev. Maurice Suckling, D. D. one of the prebendaries of Westminster, who married Anne, the daughter of Sir Charles Turner, of Warham, in Norfolk, Knight and Baronet, by which marriage Captain Suckling, and the noble lord, the subject of the present memoirs, became related to the noble family of Walpole, the wife of Sir Charles Turner being sister to the Right Hon. Robert Walpole, Earl of Orford.

Mr. Suckling, having discovered an inclination for nautical pursuits, entered at a very early period of life into the royal navy; and though from his subsequent conduct there can be no doubt that he distinguished himself in the inferior stations of the service, whenever an opportunity offered, yet there is no particular mention of him, except merely his appointment to the rank of lieutenant, on the 8th of March, 1744-5, previous

place in the year 1770, and the ship just mentioned was one of those ordered to be equipped,

to his receiving a commission as captain of the Dreadnought, a ship of sixty guns, on the second of December, 1755

Soon after his advancement, war breaking out between the rival powers of France and Great Britain, it was thought necessary to send some ships to the West Indies, in order to protect those valuable possessions from any attack that might be made on them by the enemy. Among those sent on this occasion was the Dreadnought, making part of a small squadron of three sail of the line, which, after a short period of inactivity, were ordered to cruise off Cape Francoise. The force consisted, besides his own ship, of the Augusta and Edinburgh, the former of sixty, the latter of sixty four guns. They had not long been on this station, ere Captain Sackling met with the opportunity so long sought for, of distinguishing himself, as they had the good fortune to fall in with a French armament, consisting of seven sail, four of which were of the line, one of forty four guns, and two frigates, which, in the presumptuous hope of annihilating the British squadron, had quitted the protection of their batteries, where they had so long continued in security.

Notwithstanding the great inequality opposed to them the commanders of the British force, after a momentary consultation, unanimously determined to add fresh laurels to their country, or perish in the encounter. An action accordingly commenced, *not exceeded, if equalled, in the annals of naval valour*, and the share that Captain Sackling bore in the engagement, which ended in the total discomfiture of their opponents, is recorded in the following short account.

"The Dreadnought, getting on the Intrepide's bow, kept her helm hard on starboard to rake her, or, if she proceeded, to fall on board as the most advantageous situation; but she chose to bear up, and continued to do so during the action,

in consequence of the rupture at that time apprehended between the courts of London and Madrid, relative to the Falkland Islands. The matter in dispute being however speedily accommodated, the *Raisonné* was put out of commission; and a life of indolence, even for a sin-

till she fell disabled. By thus bearing short on her own ship, those astern were thrown into disorder, from which they never recovered; and when the *Intrepide* dropped, and was relieved by the *Opiniatre*, the *Greenwich* in confusion got on board her, while the *Sceptre* pressing on, the whole number were furiously cannonaded by the *Edinburgh* and *Augusta*, especially the *Intrepide*, which lay dismantled in a very shattered situation, having a signal out for relief."

Captain Suckling, whose conduct and courage in the above engagement became the admiration of his country, continued to be employed during the whole of the war, but without having any second opportunity of distinguishing himself. At the conclusion of it, he appears to have lived in domestic retirement; having married, on the 19th of June, 1764, the Hon. Mary Walpole, eldest daughter of Horatio, first Lord Walpole, by Mary, daughter of Peter Lombard, Esq. He was however soon deprived of this felicity, his wife having lived only two years, dying on the 19th of June, 1766.

On the apprehended rupture with Spain relative to the Falkland Islands, Captain Suckling was appointed in 1770 to the *Raisonné* of sixty-four guns, and in the month of May, 1771, to the *Triumph* of seventy-four guns; but peace continuing, this was the last naval promotion he experienced, if we except that of comptroller of the navy, in which office he succeeded Sir Hugh Palliser, and retained it to his death. This event took place in the prime of his life, and in the month of July, 1778.

gle day, being considered highly improper by Captain Suckling, his nephew, by his advice, experienced a temporary transfer into the mercantile line of service, having made a voyage to the West Indies under the care of Mr. John Rathbone, who had formerly served under Captain Suckling on board the Dreadnought, and who then commanded a ship employed in the trade to these colonies.

During the absence of Mr. Nelson, Captain Suckling had been appointed to command the *Triumph* of seventy-four guns, a guardship stationed at Chatham; and immediately on the arrival of the former, he returned into the king's service, under the protection and guidance of his uncle, being appointed a midshipman on board the ship just mentioned. It is said, and from such authority as can scarcely be doubted, that he had imbibed the strongest prejudice against serving in the navy, and that it was not without much difficulty that his uncle, than whom no person could be better qualified for such a task, was able to remove it. Gentle precept, and the force of example, having completed this purpose, this young navigator gave the earliest proofs of that enthusiastic attachment to his profession which very rarely fails to create renown, and lead to the highest honours. It is reported, as an anecdote, that his uncle, who appears from this circumstance to have obtained very con-

siderable knowledge of the workings of the human heart, as well as to have made himself completely master of his nephew's peculiar turn of mind, carried his point by judiciously appearing to place a confidence in him far beyond what his years and short time of service might be thought to justify, but which his conduct uniformly proved he fully merited.

He continued in the *Triumph* no longer than till the month of April in the year ensuing; when it having been resolved to send out two vessels to the northern seas, on a voyage of discovery, and the office of a midshipman on board a guardship little according with his active turn of mind, he solicited an appointment, and was accordingly received on board the *Carcase*, as coxswain to Captain Lutwidge, who was commander of that vessel. This application stands, among many others, a very convincing proof of that enthusiastic attachment to every branch of the service in which he was engaged, that has so strongly marked the character of this noble person through life. The expedition in which he so earnestly wished to engage, was attended with many disagreeable and dangerous considerations which do not usually fall to the share of voyages undertaken towards other quarters of the world. The principal object of it was to ascertain how near to the north pole navigation could possibly be carried, the Royal Society, and

many learned persons, being of opinion that some advancement might be effected, through such a measure, towards the discovery of a north-west passage into the South Seas; and also that many astronomical observations might be taken in those high latitudes, which would afford a variety of data and deductions extremely useful to seamen.

The peculiar dangers which it was supposed the vessels engaged in this undertaking would have to encounter, caused the admiralty-board not only to take such extraordinary precautions in fitting out and preparing the vessels as might have intimidated a less ardent mind than that of Mr. Nelson from voluntarily exposing himself to them, but also to issue a positive order that no boys whatever should be received on board. The cause was obvious; but the eager and strenuous manner of the application overcame the difficulty, though our youthful adventurer was not then fifteen years old.*

* This expedition was entrusted to the command of the honourable Constantine John Phipps, afterwards Lord Mulgrave. He was the eldest son of Constantine, created Baron Mulgrave of New Ross in the county of Wexford and kingdom of Ireland, by writ of privy-seal, dated at St. James's, August the 8th, 1767, and by patent at Dublin, on the 3d of September following, by Lepell, eldest daughter to John Lord Hervey, son of John first Earl of Bristol. Having at an early age professed an inclination for maritime pursuits, he was entered on board one of his Majesty's ships of war, and served as a mil-

His conduct through all the perils of this expedition, which were extremely numerous, fully

shipman on board the *Dragon*, at the attack of Martinico, under his relative Captain Hervey. He does not appear to have distinguished himself in any particular manner in a subordinate situation, nor do the naval annals record any thing material except the mere dates of his commissions. He was raised to the rank of post-captain on the 20th of June, 1765, and took the command of the *Terpsichore* frigate. In 1767 he was captain of the *Boreas*, then employed as a cruizer. This ship he however soon quitted; nor does he appear to have held any subsequent commission until the beginning of the year 1773, when he was appointed, on the 22d of April, to the *Racehorse* bomb-ketch, as the senior in command on the projected expedition to the north pole. This vessel, and the *Carcase*, Captain Lutwidge, were pitched upon for this purpose, as the best calculated, on account of their solidity, to resist those assaults they might encounter from the ice and other unforeseen impediments. Accordingly, after every possible attention had been paid by the admiralty-board, and also by the Earl of Sandwich himself, at that time first commissioner, in order that they might be supplied with every necessary, and the minutest scrutiny made as to the proper equipment of the vessels, Captain Phipps proceeded to the *Nore*, where he was joined on the 30th of May by his consort. They sailed on their voyage the 4th of June, and on the 26th made the land of Spitzbergen. The *Racehorse* and *Carcase* continued in those frozen seas till the 10th of August, occasionally occupied either in coasting along the shore of Spitzbergen, the land adjacent, the immense fields of ice which might be said to inclose them, or in endeavouring to fulfil more completely the object of their expedition, by forcing a passage through every channel that appeared in any degree open. On the 31st of July the ships were closely surrounded by the ice, which became so thick and impenetrable, that the greatest fears were entertained they would be

justified the propriety of his application for the appointment, and answered the most sanguine

prevented from returning. Every attention was of course immediately paid to the safety of the people: the launches were hauled over the ice, and, in short, no measure that bore any appearance of tending to their deliverance omitted. At length, when least expected, and much labour had been fruitlessly, though prudently, thrown away in the attempt, the ships drifted to the westward with the ice, passed the boats, which were immediately ordered on board, and on the 10th of August, about noon, having got clear of their surrounding difficulties, stood out to sea.

On the following day they anchored in Smeerenberg harbour, where the Dutch were formerly accustomed to boil their whale oil, and where they then found four Dutch ships at anchor. A few subsequent attempts to push to the northward were made between this time and the 22d. They all of them, however, proved of no importance, and the wind then coming round briskly to the northward, this circumstance, together with the very advanced season of the year, united to confirm the determination of Captain Phipps to make no farther exertions, which experience had taught him could not be expected successful, but to proceed immediately to the southward. A wall of impenetrable ice was found to extend more than twenty degrees between the latitudes 80 and 81, through which there did not appear to be the smallest opening to the northward. The astronomers landed on several islands, and made a number of curious observations; a circumstance which stands as an incontrovertible proof, that the expedition was not undertaken in vain.

On the 7th of September the ships arrived off Shetland, and from that time till the 24th, when they reached Orfordness, encountered constant and most violent gales of wind, such as proved the judgment with which the time was chosen for the commencement of the voyage, as well as for the abandoning

expectations of his friends and professional relatives: In so high a degree did he acquire the

any farther attempt, which, if persisted in, must inevitably have proved fatal.

Captain Phipps, on the death of his father, in the year 1775, succeeded to his honours in the title of Mulgrave, &c. and was, through the friendship of Lord Sandwich, returned as member for the town of Huntingdon in the year 1777, which place he continued to represent till the general election in 1784. In parliament, his abilities were conspicuous as a public speaker, the which indeed he had given a specimen of prior to his perilous voyage, as he had been chosen one of the representatives for the borough of Lincoln, after a very severe contest with Mr. Vyner, in the year 1768; but from 1774 till the period of his election for Huntingdon, he had ceased being a member of the house of commons. He was also appointed one of the commissioners for executing the office of lord-high-admiral, which situation he held during four commissions, resigning it on the 30th of May, 1782. Though it may be naturally supposed that the ostensible post he held, as well as his duty to his constituents, must occupy a considerable portion of his time, yet he so blended his civil labours with those of his nautical ones, that both received additional lustre by his observance of them. Soon after the commencement of the American war, he was employed, being then captain of the *Ardent* of sixty-four guns, in cruizing in the Bay of Biscay. He was also present at the engagement off Ushant, on the 27th of July, 1778, in which his ship, the *Courageux* of seventy-four guns, bore a very distinguished share. From that period till the year 1781, he was employed in the Channel service, under the progressive commands of Sir Charles Hardy, Admiral Geary, and Mr. Darby. On the 4th of January, in the above-mentioned year, being on a separate cruize with the *Valiant*, a ship of his own force, they fell in with two French frigates, one of which was chased by the *Valiant*, while his lordship pursued the other, which proved

confidence of his commanding officer, that, when the vessels were in the most perilous situation,

to be the *Minerva* of thirty guns and three hundred and sixteen men, taken from the English in the West Indies, at the commencement of the war. The sea ran very high at the time the *Courageux* got up with her chase, which, though so evidently inferior in point of strength to her opponent, was, with a courage almost bordering on frenzy, so obstinately defended by her commander, the Chevalier de Grimouard, that she did not surrender till after the captain himself, together with twenty-one persons, were dangerously wounded, and one of his lieutenants, and forty-nine of the crew, killed. Soon after his return into port, his ship being refitted from the damage she had received in the preceding engagement, he was sent with a small force to make an attempt on Flushing, which, from previous information of the meditated attack, proved fruitless. His lordship was not particularly noticed during the remainder of the war, except in having led the van of the commander in chief's division in the slight encounter which took place off the Straights, on the 20th of October, 1782, in the relief of Gibraltar, by the fleet under the command of Lord Howe.

The *Courageux* being paid off soon after peace was made, his lordship never accepted any other naval command, but confined himself to the duties of his civil appointments. At the general election in 1784, he was chosen representative for the town of Newark-upon-Trent; and in the month of April, in the same year, was raised to the high station of joint paymaster-general of the forces; and on the 18th of the ensuing month was made one of the commissioners for managing the affairs of the East-India Company. These offices, together with that of a lord of the committee of council for the consideration of matters relative to trade and foreign plantations, he held till the year 1791. Previous to this period, namely on the 16th of June, 1790, he was still further ennobled, by being raised to the rank of a peer of Great Britain, by the same title he had

and all persons on board entertained the strongest apprehensions that they would be inclosed in the ice, Mr. Nelson, notwithstanding his youth, was appointed to command one of the boats sent out for the purpose of attempting to find a passage or channel into the open water.

One anecdote is related of him during this expedition, which, though already repeatedly published and in some respects irregular with regard to the service, does too much honour to his filial attention to be omitted here:—During the time the vessels were closely jammed up by the ice, Mr. Nelson was missed in the night, and no inconsiderable apprehensions were entertained on board for his safety; but he was at length discovered on the return of day at a considerable distance from the vessel, in pursuit of a large bear. He was armed only with a musket, the lock of which having been, by some accident, injured, was rendered of no further service to him than as a club; yet, thus weakly armed, he had the resolution and intrepidity to pursue the animal, in the hope of tiring it out, and knocking it down with the but-end of his piece. When he returned, he was somewhat harshly reprimanded.

held his Irish honours. This advancement, however, he did not long survive: dying on the 10th of October, 1792, and leaving no issue, the English title became extinct, but was revived in 1794, in the person of his brother, the right honourable Henry Phipps.

manded by the captain, who demanded, in a very peremptory tone, to know his reason for so inconsiderate and rash an undertaking; when his answer must have unbent the brow of the most unrelenting tyrant—"I was in hopes, sir," said the young hero, "of getting a skin for my father."

The farther prosecution of the voyage being given up soon after the anecdote just mentioned had taken place, the ships returned to England, and were paid off in the month of October following. A fresh opportunity, however, of indulging his thirst for rendering himself completely master of his profession occurred very soon afterwards. A small squadron was ordered to be fitted out for the East Indies; and our youthful adventurer entered on board the *Seahorse*, of twenty guns, which vessel was then commanded by the gallant Captain Farmer,*

* George Farmer was advanced to the rank of lieutenant in the navy, on the 23d of May, 1759, and to that of commander the 26th of May, 1763. We know not to what particular ship he was first appointed; but in 1769 he was commissioned to the *Swift* sloop of war, and ordered out to Falkland Islands. He arrived there in safety early in the ensuing year, but unfortunately suffered shipwreck on the 13th of March following at Port Desire, on the coast of Patagonia. The sloop had unhappily grounded on a sand-bank, just at high-water, but remained during the ebb in perfect safety, though Captain Farmer and his crew were, during the whole time, in a state of most anxious uncertainty. The tide had begun to flow, when the hope of their deliverance, which had progressively strength-

who, some years afterwards, lost his life on board the *Quebec*, in an engagement with the

ened, was at once, almost annihilated, by the *Swift* having slipped off the rock, upset, and sunk to the bottom in nine fathom water.

This melancholy accident being totally unexpected, the crew, who, in the midst of their distress, were fortunate enough to save their lives, were reduced to the utmost extremity, most of them who had been labouring incessantly during the whole preceding tide, in the hope of preserving the ship from further mischief than she had by the first accident sustained, being left almost destitute of covering. This circumstance was rendered additionally alarming in that inhospitable climate, by the rapid approach of winter. The country was barren to a degree scarcely credible, considering it a continent. It was destitute even of water, except what was produced from two old wells; destitute of every article that could contribute to the support of life, except the sea weed, which was thrown up above high water mark, while, at the same time, the internal resources amounted to no more than a single biscuit for each man per day: nevertheless in this wretched state were Captain Farmer and his crew compelled to remain during twenty-nine days.

Immediately on the *Swift* being cast away, Mr. William White, then a master's mate, and who afterwards in 1783 most deservedly obtained the rank of post-captain in the navy, was dispatched with six volunteers to Falkland islands, as the only certain means of obtaining relief. The attempt was hazardous, particularly in those tempestuous seas, the distance being upwards of one hundred and thirty leagues; but Providence favoured their bold undertaking, and success crowned it. The *Favourite* sloop, commanded by Captain Maltby, instantly sailed to the relief of the sufferers, and took them all safely on board on the 12th of April. The dispute with the Spaniards having risen to no inconsiderable height in that quar-

Surveillante, a French frigate of very superior force. The climate of India ill suiting Mr. Nel-

ter, the British force, completely inadequate to the purpose of maintaining that right it was sent to defend against the formidable armaments, comparatively speaking, which his antagonists brought against it, was compelled with great reluctance to give them up quietly that possession, which otherwise would have been extorted by force, and would have occasioned the most serious consequences, and unnecessary bloodshed.

Captain Farmer returned to England with his people in the month of September, as passengers, on board the same vessel, which delivered them from their distress in the former instance, the Favourite sloop of war. On the 10th of January, 1771, having been previously most honourably acquitted of all blame by a court-martial held for the purpose of enquiring into the loss of the Swift, he was promoted to the rank of post-captain, and commissioned to the *Launceston*; but this appointment having, as is very customary in time of peace, been made out merely as a matter of form, he quitted that ship immediately afterwards, and does not appear to have held any subsequent command till the year 1773, or the succeeding, when he was appointed to the *Seahorse* of twenty guns, and ordered to the East Indies. He continued there we believe to the year 1778, and having then returned to England, was very soon after his arrival, appointed to the *Quebec* frigate of thirty-two guns. Being ordered out on a cruise off Ushant, in the month of September, he fell in, on the 4th of the ensuing month, with the *Surveillante*, a French frigate of the largest construction then in service, carrying twenty-eight eighteen pounders on her main-deck, and twelve or fourteen twelve and six-pounders on her quarter-deck and fore-castle, manned with a chosen crew of three hundred and sixty men; while the force of the *Quebec* amounted to no more than two hundred and twenty men,

son's constitution, which, strange to say, was then, and ever afterwards continued to be, ex-

twenty-six twelve-pounders on her main-deck, with six six-pounders on her quarter-deck and fore-castle. The encounter commenced at nine o'clock in the morning, the enemy having then opened their fire on the Quebec, but at too great a distance to effect any considerable execution. Captain Farmer, however, did not return their salute till an hour afterwards, during the whole of which interval, the two ships continued gradually to approach each other. Being then, as he judged, sufficiently near to do execution, he hoisted his colours and began to engage, still continuing to close with the *Surveillante*, till he got within pistol shot. The French frigate was totally dismasted, after a very severe action of three hours and a half's continuance, and appeared on the point of surrendering, when unfortunately the main and fore-masts of the Quebec, which had been very severely wounded in the former part of the engagement, in which also the mizen-mast had been already carried away, fell almost at the same instant. The yards and tattered remnants of the sails falling down on the deck, immediately took fire from the flash of the Quebec's own guns, for the spirits of the crew were raised to that degree of eagerness, that the utmost efforts of their officers could not for some few minutes induce them to desist from the encounter. In that short interval the dreadful mischief had taken place, and fatally spread beyond the power of extinction.

Owing to the disabled state of the Quebec, the people were rendered almost totally incapable of making any exertions for the preservation of the ship; so that her destruction was almost inevitable, from the first moment the accident took place.

Some of the officers, and several of the seamen, were picked up by the boats of the *Rambler* cutter who was in company, and had sustained a very sharp action with a vessel of her own description, in which her gaff was shot away, many

tremely delicate, Commodore Hughes, who

persons were also taken up by the *Surveillante*. Several of the crew swam on board that ship, among whom was the first lieutenant, one of whose arms was broken, and who was also otherwise wounded. Having for a long time endeavoured to persuade Captain Farmer to accompany him, but in vain, he at length stripped himself, and fortunately got on board the *Surveillante*, which ship was found to be herself in the greatest distress: she was on fire, and had been so much damaged in the action, that, without the assistance of their English visitors, little doubt is entertained, that she either would have been burnt, or have foundered. So great was the apprehension entertained by the French sailors of their antagonists, that they refused for some time to admit them on board, fearing they might take the ship from them, till their officers, who, in justice to them we must observe, behaved in every respect like humane and benevolent men of honour, compelled them to afford their former foes every assistance in their power. Mr. George erroneously stated that the *Surveillante* fired at his boats, which were sent to take up those of the sufferers whom he might find in the water. This misrepresentation is supposed to have arisen, either from some of the *Quebec's* own guns going off when the flames reached them, or the casual discharge of some few shot from the *Surveillante* at the *Quebec*, under the idea that resistance had not totally ceased. In the great confusion which must then have prevailed, such a mistake might easily have been made.

Captain Farmer, who had been very severely, and, as it was believed, mortally wounded in the action, is said by some of the survivors who attended him, to have pulled off his coat and committed himself to the sea, after remaining on board nearly till the last man; but, as might have naturally been foreseen, was drowned in his attempt to get on board either the enemy's frigate, or the *Rambler* cutter. Mr. George, who commanded

commanded in chief on that station,* thought proper to send him to England on board the

the Rambler, concludes his account of the action with the following well-deserved encomium on the memory and gallantry of Captain Farmer. "I want words (says he) sufficient to describe the noble and gallant manner of Captain Farmer's engaging the enemy, for upwards of three hours and a half that he lay alongside the frigate, which carried twenty-eight eighteen pounders on her main-deck, and twelve guns on her quarter-deck and fore-castle. The Quebec continued burning very fiercely, with her colours flying, till six o'clock, when she blew up."

Immediately on the news of the above melancholy event having arrived in England, the son of Captain Farmer was, as a public testimony given of the high sense entertained of his father's conduct, advanced to the dignity of a baronet of Great Britain.

* Mr. afterwards Sir Edward, Hughes, was the descendant of a respectable family in the county of Hertford, and having a predilection for the sea, entered into the service when very young. The first particular mention we find made of him is, that after the taking of Porto Bello he was promoted by Mr. Vernon, the commander in chief, to a lieutenancy, for his conduct during the siege of that place, his commission being dated on the 25th of August, 1740. In the year 1747 he sailed as a passenger in the Warwick (being then only a lieutenant) to Louisbourg, carrying a special recommendation to Commodore Knowles, and was by him appointed to the command of the Lark, *pro tempore*, as successor to Captain Crookshanks, her commander, who was suspended. After the conclusion of the trial which took place on Captain Crookshanks, he being totally dismissed from all command, Mr. Hughes was regularly appointed to the Lark, by commission bearing date the 6th of February, 1747-8, which being afterwards confirmed by the admiralty-board, he accordingly took rank as post-captain from that very hour. From this time, till that of his receiving the rank of com-

health from Captain J. Pigot, who then commanded the Dolphin, contributed in a great degree to the preservation of his life, which was for a considerable time in the most imminent danger.

The air of his native country operated like a magical charm on the constitution of this enterprising young man. He recovered so speedily, that, though the Dolphin was not paid off till the 24th of December, 1776, on the 26th of the same month he was appointed, by order from Sir James Douglas, then commander in chief at Portsmouth, to be acting lieutenant of the Worcester, a third rate, commanded by Capt. Mark

the 20th of June, but no encounter took place during the remainder of the year, and he was afterwards joined by Sir Richard Dickerton, with a reinforcement of six sail of the line, and the Bristol of fifty guns. Hostilities had ceased in Europe early in the year 1763, but the intelligence had not reached India in the month of June, at which time, the admiral being off Cuddalore, the enemy again appeared in sight; a heavy cannonade took place, which continued three hours, when the French again thought proper to haul off. On the 22d they were again descered off Pondicherry, but no encounter took place. Sir Edward immediately proceeded to Madras, where certain intelligence being received that peace was concluded, hostilities ceased, and Sir Edward returned to England; after which he never took upon him any other command. He was advanced to be vice-admiral of the red on the 24th of Sept. 1767, and afterwards, on the 1st of February, 1793, to be admiral of the blue. He died, universally beloved and respected, on the 17th of February, 1794.

Robinson,* which ship was then under sailing orders for Gibraltar, with a convoy. Mr. Nel-

* The services of this gentleman, previous to his attaining the rank of post-captain, are but little known, except that he served as a lieutenant on board the *Ramillies*, about the year 1757, that ship then bearing the flag of Sir Edward Hawke. He was on the 13th of August, 1760, advanced to the rank first mentioned, by being appointed captain of the *Vanguard*, a third rate; though some accounts state him to have commanded the *Isis* of fifty guns, in the very early part of that year. In 1762 he received a commission for the *Rainbow* of forty-four guns, which ship he is believed to have quitted at the end of the war, nor is he known to have been again employed till 1767, when he received the command of the *Fowey*, of twenty-four guns; and the settlement of the Falkland Islands being then in contemplation, is reported to have been ordered into the southern Atlantic. He returned however to England in 1769; nor did he again fill any active station till some time in the year 1775, when he was commissioned to the *Worcester*, one of the guardships at Portsmouth, mounting sixty-four guns. This command he held till the beginning of the year 1779, when the *Worcester* being under orders for the East Indies, he quitted her, and was promoted, in the month of March, to the *Shrewsbury*, of seventy-four guns. During the time, however, that he retained the command of the *Worcester*, that ship constituted a part of the Channel fleet, and he was materially engaged in the action that took place off Ushant with the French fleet under Count d'Orvilliers, on the 27th of July, 1778, being appointed to lead the rear division, commanded by Sir Hugh Palliser. He was afterwards ordered to reinforce Sir George Rodney in the West Indies, but did not reach his destination till after the encounters with the Count de Guichen had taken place. Nothing of any material consequence happened to this gentleman until after his return to the West Indies from North America, whi-

son retained this station till the month of April following, and displayed during the whole of a very long disagreeable winter's cruize in the Bay of Biscay, the same attention to his duty which had so deservedly acquired him the love and the esteem of every officer he had before sailed with. Captain Robinson is, in particular, said to have declared to his friends, that notwithstanding Mr. Nelson's youth, he being then little more than eighteen years old, he felt himself quite as easy

ther he accompanied Sir George Rodney. In 1781 he materially distinguished himself in the action which took place between the greater part of the British fleet detached under the orders of Sir Samuel Hood, and the French armament commanded by the Count de Grasse. In that encounter he led the division of Rear-admiral Drake; and though he displayed, as indeed he did on all occasions, the greatest gallantry, he had the good fortune to sustain but little loss, having only six men killed and fourteen wounded. He however experienced a more severe injury on the 5th of September following, at the battle off the Chesapeak. For Sir Samuel Hood having proceeded, in the month of August, with part of the West-India squadron to America, immediately sailed with Mr. Graves and his squadron in quest of the enemy. In the engagement which took place, the *Shrewsbury*, from the disposition of the fleet, led into action, and received more damage than any other of the British squadron, having had fourteen men killed, and fifty-two wounded. Unfortunately for himself and his country, Captain Robinson was among the latter, having lost a leg by a cannon shot. He recovered this misfortune, but ceased acting as a naval officer. He was however gratified with a pension of three hundred pounds a year; and when by seniority he became entitled to a flag, was placed on the list of superannuated admirals.

in the most boisterous night, when it was his turn to command the watch, as when it was that of the oldest officer in the ship.

The necessary period of service in the subordinate station of midshipman or mate being expired, Mr. Nelson passed his examination on the 8th of April, 1777, and acquitted himself on the occasion with such high credit, that on the following day he received a commission as second lieutenant of the *Lowestoffe*, of thirty-two guns, a frigate, commanded by Captain William Locker,* afterwards lieutenant-governor of

* This brave man was the son of Mr. John Locker, a gentleman highly esteemed in the literary world for his knowledge in polite literature, and remarkable for his skill in the modern Greek language. His mother was the daughter of Stillingfleet, Bishop of Worcester, by his lordship's first wife, and was consequently sister to the celebrated Benjamin Stillingfleet. Being destined by his parents for the sea service, he began his career in that line under the protection of Captain Wyndham, a distant relative, at the early age of fourteen, in the year 1746, and accompanied him on board the *Kent* of seventy guns, of which ship that gentleman then held the command. On the decease of his patron, which happened very soon after his appointment to the *Kent*, Mr. Locker was removed to the *Vainqueur* sloop, Captain Kirk, under whom he continued to serve in that and other vessels on the Jamaica station, till removed into the flag-ship of Admiral Knowles, the *Cornwall*. This situation he soon quitted, and was again put under the command of Captain Kirk, with whom he returned to Europe in the *Elizabeth*, in the year 1748.

Hostilities having ceased, and Mr. Locker wishing to perfect himself in maritime affairs, he entered into the East-India ser-

Greenwich hospital, who was appointed to that ship, on a three years station at the island of

vice, and made two or three voyages to their most distant settlements, by which means he became a great proficient in the knowledge of his duty as a seaman

War against France recommencing in the year 1756, he returned to the King's service, and served under Sir Edward Hawke as a mate and acting lieutenant, in which stations he attracted his notice so much, that when he was sent out to the Mediterranean for the purpose of intercepting Mr. Byng, he selected Mr. Locker as one of the officers to be appointed in the place of those whom it might be necessary to send home, in order to give evidence on the meditated enquiry into the unfortunate admiral's conduct. He was, soon after his arrival there, appointed lieutenant of the *Experiment*, commanded by Sir John Strachan. This vessel, while on a cruise in the Mediterranean, had so distressed the French commerce, that a large ship, which had been formerly an East Indiaman, was fitted out by the French merchants, and manned with a picked crew of four hundred and sixty men, in order to attack her. The crew of the *Experiment* consisted of no more than one hundred and forty-two men, and mounted only twenty guns, of which fourteen were nine-pounders, two sixes, and four four-pounders, while the *Telemague*, her opponent, besides the disproportion of her crew, carried twenty-six, most of which were twelve-pounders, and the remainder nine.

The ships fell in with each other on the 10th of June, 1757; and both parties being equally anxious for the contest, an engagement immediately took place with the greatest fury, which was finally put an end to by the gallantry of Mr. Locker. The French, confiding in the superiority of their numbers, attempted to board the *Experiment* in the heat of the action; they were in the first instance foiled, but, returning a second time to the charge, effected their purpose, but so ineffectually, that they were instantly driven back, with very considerable

Jamaica. His new commander very soon found, experimentally, that his behaviour in every re-

loss. Mr. Locker immediately requested his captain, Sir John Strachan, to suffer him to return the compliment, which being permitted, he conducted the attack in so gallant a manner, that though the enemy made an obstinate defence, they were obliged to surrender, though with the greatest reluctance; for Mr. Locker was obliged to bring their own captain, wounded, on deck, to command those who were quartered in the tops to cease their fire. In this encounter, he received a wound from a splinter in his leg, which, though slight, affected him at times during the remainder of his life. For some reason, not to be accounted for, no notice was taken of this action by the commander in chief, Mr. Osborn, which very much displeased Sir John Strachan, not, as he declared, on his own account, but on that of Lieutenant Locker, to whose gallantry and good conduct the success was principally owing.

Sir John being taken ill, Mr. Jervis, now Earl of St. Vincent, was appointed to the *Experiment*, from which period Mr. Locker, whose abilities as an officer became every day more conspicuous, became possessed of that great man's most perfect esteem, which continued to the time of his decease. After the recovery of Sir John Strachan, he was promoted to the *Sapphire*, of thirty-two guns, and took his former officers, among whom was Mr. Locker, with him to that ship; which being attached to the fleet under Sir Edward Hawke, he was present at the defeat of *Confians*, in November, 1759, off Quiberon; but from his station took no part in the encounter. In the following year he was appointed lieutenant of the *Ramillies*, commanded by Captain Taylor; and narrowly escaped shipwreck in that vessel, from the accidental circumstance of the officer who was to have succeeded him in the *Sapphire* not having joined the *Ramillies* when she went to sea. Thus prevented from going on board the last-mentioned ship, he was appointed fourth lieutenant of the *Royal George*, under Sir

particular one to which pre-eminence is due. We cannot however resist the temptation, even though we may incur the charge of literary piracy, by inserting an extract from his memoirs, published in the third volume of the Naval Chronicle, page 163, which, in just and honest tribute to the merits of that publication, we aver to contain the only genuine account of his lordship's life, so far as it goes, that has ever yet appeared.

“ During Mr. Nelson's continuance in the *Lowestoffe*, as second lieutenant, a circumstance occurred, which, as it strongly presaged his character, and conveys no invidious reflection on the officer to whom it alludes, deserves to be here recorded.

“ In a strong gale of wind, and a heavy sea, the *Lowestoffe* captured an American letter of marque. The captain ordered the first lieutenant to board her, which he accordingly attempted, but was not able to effect, owing to the tremendous sea running. On his return to the ship, Captain Locker exclaimed, ‘ Have I then no officer who can board the prize?’ On hearing this, the master immediately ran to the gang-way, in order to jump into the boat, when Lieutenant Nelson suddenly stopped him, saying, ‘ It is my turn now—if I come back, it will be yours.’ Hence we perceive the indications of that intrepid spirit which no danger could

ever dismay or appal; and also an early propensity for deeds of hardy enterprize. In the subsequent events of his glorious life, the reader will observe with pleasure, that whatever perils or difficulties Horatio Nelson had to encounter, they only called forth a greater energy of mind to surmount them."

Captain Locker being, in 1779, compelled to return to England for the benefit of his health, Mr. Nelson was appointed by Sir Peter Parker,*

* This gentleman was the son of Rear-admiral Christopher Parker. Of the early part of his initiation into the service, there are no particulars; but we find him in the year 1743 serving on board the *Russel*, of which ship he was appointed a lieutenant by Admiral Matthews, then commander in chief of the fleet employed on the Mediterranean station.

How long he continued in this situation is not known, neither are his subsequent appointments, till he was promoted to be captain of the *Margate*, supposed to have been a frigate, from which, at the beginning of the year 1749, he was advanced to the *Lancaster*, a third rate. A second chasm in our knowledge of his commands then takes place, and continues till after the commencement of the war with France in 1756, when in the following year he was appointed to the *Woolwich*, a fourth rate, of fifty guns, employed in the West Indies. On his return from thence, he was removed to the *Montague*, and employed during the winter of 1758 in cruising in the Channel, where he was successful in capturing several prizes. In the year 1761 he commanded the *Buckingham*, in which ship he served under Commodore Keppel in covering the siege of Belleisle; and blocking up the French ports; but that ship becoming in need of repair soon afterwards, he removed into the *Terrible*, of 74 guns, just newly launched. The latter vessel being put out

then commander in chief on that station, to be third lieutenant of the *Bristol*, which was his

of commission not long afterwards, no further mention is made of Mr. Parker till the year 1772, when he received the honour of knighthood, and in 1774 was commissioned to the *Basileur*, of ninety guns. About the end of the year 1773, he was promoted to the rank of commodore on the American station, whither he sailed, from Portsmouth, on the 2d of December, having hoisted his broad pendant on board the *Bristol*, of fifty guns. Owing to the tempestuous weather, he met with, he did not arrive before Charleston, in South Carolina, which was the destined object of his attack, till the beginning of June the following year. The assault took place on the 28th; and though the commodore acted with the greatest personal intrepidity and professional ability, the difficulties which prevented his entering the harbour were too great to be overcome. After this failure Sir Peter put himself under the command of Lord Howe, and soon afterwards was detached with a small squadron against Rhode Island. In this expedition he was completely successful, and continued in command at that port, till having been raised, in the month of April, to the rank of rear-admiral of the blue, he was ordered to Jamaica, where he remained during the remainder of the war, and so judiciously stationed his cruisers, as to injure the trade of the enemy very materially. He quitted Jamaica in 1782, and returned to England on board the *Samuel*. He had been advanced, in the year 1778, to be rear-admiral of the white; on the 19th of March, 1779, to be vice-admiral of the blue; and on the 26th of September, 1780, to be vice of the white. Since the period of his return to England, Sir Peter's appointments have been confined to those of a port-admiral. In the year 1787, he was chosen representative for the borough of Malden, but was not re-elected into the new parliament. On the 24th of September, 1787, he was promoted to be admiral of the blue; and lastly, on the 12th of April, 1793,

flag-ship. He rose from thence in regular rotation to be first in that rank, and was afterwards, as he had a very just claim to be, promoted to the command of the *Badger* sloop of war. Being ordered out to the Musquito shore for the better protection of the Baymen from the depredations of the American privateers, he there shewed himself no less attentive to the moral duties of private life, than, he had before approved, he was to those of his profession. By his care, his gentleness of manners, and conciliating conduct, he gained the entire love of all the settlers, who, when his time of service on that station expired, voted him their unanimous thanks for his conduct, and expressed their regret at his departure in the most affectionate terms.

Soon after his arrival at Jamaica, his presence of mind and uncommon exertions proved the cause of preserving from destruction Captain Lloyd, and all the crew of the *Glasgow*, a twenty-gun ship, commanded by that gentleman, which had unfortunately taken fire, owing to an accident by no means uncommon, occasioned by carelessness in drawing off a cask of rum. Cap-

to the same rank in the white squadron. He has since that time risen through seniority, in consequence of the death of the late Earl Howe, to the highest rank in the navy, that of admiral of the fleet; but, owing to his advanced age, has not taken on himself any command since the commencement of

tain Lloyd, to our certain knowledge, never mentioned the transaction alluded to, without uttering the warmest and most grateful acknowledgments of the coolness and the intrepidity displayed on so dreadful an occasion, by this youthful hero.

On the 11th of June 1779, he was advanced to the rank of post-captain, and appointed to the *Hinèbinbrooke*, of twenty guns. An attack upon the island of Jamaica being then daily apprehended, in consequence of the French fleet having arrived at Hispaniola from Martinico, under the command of that well-known character the Count d'Estaing, Captain Nelson was appointed, both by the general and admiral, to command the important batteries which defended Port Royal, a post, than which a more honourable and important one, could not have been entrusted to him. At the commencement of the ensuing year, all apprehension of a visit from the enemy having passed away, an expedition was planned, and sent out against the Spanish settlements, situated on the river St. John, in the Gulf of Mexico. The chief command by sea was given to Captain Nelson, who, not content with coldly fulfilling what the strict letter of his duty required, quitted his ship, and volunteering his services up the river, through a navigation then totally unknown to all Europeans, Spaniards excepted, contributed most essentially, by his ex-

ertions and gallantry, to the capture of Fort St. Juan. Captain Polson, the commanding officer by land, in his public dispatches, pays the following tribute to his conduct.

“ Captain Nelson, then of the *Hinchinbrooke*, came up with thirty-four seamen, one serjeant, and twelve marines. I want words to express the obligations I owe that gentleman; he was the first on every service, whether by day, or by night. There was scarcely a gun fired, but was pointed by him, or Lieutenant Despard, chief engineer, who has exerted himself on every occasion. I am persuaded, if our shot had held out, we should have had the fort a week sooner. As Captain Nelson goes to Jamaica, he can inform you of every delay, and point of service, as well as I could, for he knows my very thoughts.

“ The bearer, Lieutenant Mounsey, can inform your excellency of many things that may escape my memory: he is a very good officer, and commanded the party I sent to reconnoitre the look-out, and began the attack of it, in concert with Captain Despard and Captain Nelson, who with his seamen volunteered that duty.”

In the fort were found one brass mortar, of five inches and an half, twenty pieces of brass ordnance, mounted, besides swivels, ten or twelve iron ditto, dismounted, together with a proportionate quantity of military stores.

The fatigue occasioned by such extraordinary exertions, added to the natural unwholesomeness of the climate on the Spanish main, and the delicacy of his own constitution, reduced him to the necessity of returning back to Jamaica as a passenger, on board the *Victor* sloop. On his arrival, he found himself to have been promoted during his absence, to the command of the *Janus* of forty-four guns, as successor to Captain Bonnovier Glover, who had died on the 21st of March preceding. So much, however, was he debilitated, as to be incapable of profiting from this honourable testimony paid by the commander in chief to his conduct. It appears very doubtful, whether he ever proceeded to sea as captain of the *Janus*; having, during the greatest part of his time, been under the necessity of remaining, for the better preservation of his health, at the residence of Sir Peter Parker, the commander in chief on that station; who paid him the kindest and most affectionate attention. These marks of friendship were unfortunately unproductive of the end to which they were applied; for Captain Nelson's health still continuing much impaired, he was under the necessity of returning to England, at the close of the same year, with the honourable Captain Cornwallis,* as a passenger on board the *Lion*.

* The honourable William Cornwallis, now living, is the fourth son of Charles, fifth lord, and first Earl Cornwallis, by

diately on his arrival in England, he happily received so much benefit, as to declare himself, on

to him, for after a severe engagement, the French hauled their wind, notwithstanding the *Janus* was disabled, and although Captain Cornwallis chased them for five hours, they constantly declining any further combat. The third engagement was, if possible, more honourable than the preceding: having attended the homeward-bound convoy through the gulph of Florida, and parted company from it on the 9th of June, he proceeded, according to the instructions he had received, on a cruise to the northward; and on the 20th, fell in with a French force under Mon. de Ternay, bound to America, consisting of ten or eleven ships of two decks, two of them carrying eighty-four guns each, three or four frigates, a cutter, and an armed brig; while the squadron under the orders of Mr. Cornwallis consisted of only two ships of seventy-four, two of sixty-four, one of fifty guns, and the *Niger* frigate. But so good a countenance did this gentleman put on, and manœuvred his little armament with such judgment and skill, that after a distant firing in which only two men were killed and five wounded, Mon. Ternay took advantage of the approaching night, and on the succeeding morning not one of the enemy was to be seen. At the close of the year, Captain Cornwallis returned to England in the *Lion*, and served on the home station under Admiral Darby, with whom he proceeded to the relief of Gibraltar. After his return to England, he was promoted to the *Canada* of seventy-four guns, and being ordered to the West Indies with Sir G. B. Rodney, again most conspicuously displayed the most gallant conduct in two encounters with the Count de Guichen, on the 9th and 12th of April, 1782. In the month of August he was ordered to England with a convoy; but his ship experienced so much damage in a gale of wind, that he was obliged to make the best of his way, and arrived safe on the 1st of October, when being immediately paid off, he did not again take any command till the year 1788, except that of the king's

the approach of the ensuing summer, capable of undertaking a command. He was accordingly

yacht. In the year last-mentioned, he was appointed commander of a small squadron sent to the East Indies; but, owing to many intervening accidents, he did not sail till the 9th of February in the following year. During his continuance on that station, nothing very particular occurred, and he returned to England early in the year 1794, when he was appointed to command a small cruising squadron. On the 12th of April, he was raised to the rank of rear-admiral of the red, and on the 4th of July ensuing, to that of vice-admiral of the blue, as he was, moreover, on the 1st of June 1795, to the same station in the red squadron. He hoisted his flag within a very short period on board several different ships, the last of which was the *Royal Sovereign*, a first-rate, in which he uninterruptedly continued, without meeting with any particular occurrence till the month of June 1795, when he fell in with, on the 7th, a French squadron, which were unfortunately enabled to make their escape before he could close in with them, as did also two frigates the same day. Nothing further happened, except the capture of a few merchant vessels, till the 16th of the same month; when being off the Penmarks, having under his orders the same force, which consisted of five sail of the line, two frigates and one sloop, he fell in with a French armament amounting to thirteen ships of the line, fourteen frigates, and a cutter. Notwithstanding this inequality of force, and the utmost endeavours of the French fleet to bring him to action, Admiral Cornwallis manœuvred his ships with such consummate ability, as again to have the singular honour of defending himself with success against an enemy nearly triple his force, and of bringing off his ships uninjured, in the face of so powerful an opponent. For this conduct he received the thanks of both houses of parliament. During the remainder of the year he continued to be employed in the same quarter; but on the 10th of February

appointed in the month of August 1781, to the Albemarle of twenty-eight guns, a merchant

following was appointed to command the squadron and convoy ordered to the West Indies.

He accordingly put to sea on the 28th of the same month, having his flag on board the Royal Sovereign, but unfortunately having run foul, on the 1st of March, of the Belisarius, a large transport belonging to the fleet, his ship received so much damage that it was compelled to put back, and the admiral directed Captain Louis in the Minotaur, of seventy four guns, to proceed with the fleet and convoy to the place of their destination. He immediately announced his arrival at Spithead on the 14th, and received orders to proceed on his voyage in the Astrea frigate. During this month he was advanced to the rank of rear-admiral of Great Britain, as successor to Lord Bridport. Being, however, in a very ill state of health, he hesitated to obey the order, but at the same time offered to proceed in his own ship, the Royal Sovereign, as soon as she could be refitted. This was deemed such a breach of discipline as to subject him to a court martial, which was accordingly held on him. The result was as honourable as any thing short of an unequivocal acquittal could be. For though he might be in a very slight degree censurable for returning without leave, and not shifting his flag to some other ship of his squadron, he was, in consequence of other circumstances, acquitted of disobedience, and as to that part of the charge, which regarded his not having proceeded in the Astrea frigate he was unanimously and honourably acquitted of all blame, on account of the circumstances under which he acted.

The above circumstance, however, occasioned him to strike his flag, and he retired into private life, except that he attended his occasional duty in the house of commons, in which he first sat as member in the year 1763, being then chosen for the borough of Eye in Suffolk. After the dissolution of that par-

ship captured from the French at the close of the year 1779, and purchased into the king's service. After a long and fatiguing station, during the whole of the ensuing winter, in the North Seas, he was sent to Newfoundland, in company with Captain Pringle, who commanded the convoy, sent thither with the outward-bound fleet, in the month of April 1782. Being ordered on a cruise off Boston, he distinguished himself very remarkably by his conduct, when chased by three French ships of the line, and a frigate. Finding, according to the seaman's phrase, that

liament in 1774, he remained unnoticed till 1784, when he was returned for Portsmouth; and in 1790 was again chosen for Eye, which he still continues to represent.

On the 14th of February 1799, he was advanced to be admiral of the blue squadron; as he moreover was on the 23d of April 1804, to be admiral of the white; and, lastly, on the 9th of November 1805, to be admiral of the red; a revived rank which had lain dormant during a century. In respect to active service, the honourable admiral was appointed to the command of the channel fleet in 1801, and accordingly hoisted his flag on board the *Ville de Paris*. But the enemy was prudent enough, during the continuance of the war, to trust to the protection of their batteries, in preference to their own naval prowess. He was, moreover, immediately on the commencement of hostilities, invested with the command of the main or channel fleet; and has been uninterruptedly employed in the very tedious service of watching the motions of the French naval force at Brest. Unfortunately for his country, and unpropitiously to his own wishes, the enemy have afforded him no opportunity of trying his strength with them.

his pursuers had the heels of him, he resolved, as the case was desperate, to adopt a desperate, or at best a very dangerous remedy, and without hesitation pushed for the St. George's Bank; among the shoals of which he entertained hopes of entangling his enemies, or of inducing them to discontinue the chase, from the apparent hazard of pursuing it any farther. He was not disappointed in the latter part of his expectation, the larger ships having immediately shortened sail. The frigate, however, drawing less water, was not to be baffled so easily; she continued the chase till nearly the close of the day, when, being almost up with the Albemarle, Captain Nelson very resolutely ordered his ship to be hove to, for the purpose of bringing the contest to a speedy decision. This instance of firmness, unexpectedly displayed by an inferior opponent, struck the pursuer with immediate dismay: he instantly put about, and made sail from the Albemarle, which, though it might possibly, by the bravery of its commander and crew, have been preserved from again reverting into the hands of the foe, was, from her force and equipment totally unfit to seek, or court an engagement, with so superior an antagonist.

Having proceeded afterwards to Quebec, he was ordered from thence to New York with a convoy in the month of October; and being instructed to put himself, on his arrival there, under the orders

of the commander in chief on that station, he accordingly proceeded from thence to the West Indies in the following month with Lord Hood,*

* This nobleman, who is now living, was appointed to a lieutenancy in the navy, on the 17th of May 1746, and some time after the conclusion of the war was promoted to be commander of a sloop: in the year 1756 he was captain of the *Jamaica*, a sloop employed by Commodore Holmes in watching the port of Louisbourg. In this service he was indefatigable, and particularly distinguished himself in an encounter with a small French squadron on the 27th of July. He is stated to have taken rank as a post-captain on board the *Lively* frigate, by a commission bearing date the 22d of that month, sent out to him from England, and that he remained in the *Jamaica* sloop till it reached him. The following year he commanded the *Biddeford*, in the Bay of Biscay; and in 1758 removed to the *Vestal* of thirty-two guns, then stationed in the Channel, in which ship he had the good fortune to fall in with the *Bellona*, a French frigate of superior size to his own, which, after a most gallant and desperate engagement of four hours, he captured, but the *Vestal* was so materially damaged, that Captain Hood was obliged to bear away for port, where he safely arrived with his prize on the 2d of March. As soon as the frigate was refitted, he proceeded in her to the Mediterranean, from whence he again returned to England at the expiration of the war, without having met with any further opportunity of distinguishing himself.

Captain Hood is not again mentioned in the service till the year 1771, when he was appointed to the *Royal William*, of eighty-four guns, on the expectation of a rupture with the Spaniards, concerning Falkland Islands; but that dispute being settled, and the *Royal William* put out of commission, Mr. Hood, in the year 1774, was appointed to the *Marlborough*, of seventy-four guns, one of the guard-ships at Portsmouth. This command he retained during the customary period of three

and the squadron under his command. His lordship had just returned from a cruise off Boston, in

years; and in 1777 quitted for a short time the line of active service, having been nominated the resident commissioner at the port just mentioned; and on the visit of his Majesty to that place, in the month of May 1778, was advanced to the rank of a baronet by patent, bearing date the 19th of that month. On the 26th of September, being raised to the rank of rear-admiral of the blue, he quitted his civil appointment, and immediately took upon him the command of a squadron destined to reinforce Sir George Rodney in the West Indies. He accordingly hoisted his flag on board the *Barfleur*, of ninety guns, and, with a fleet of merchant-vessels under his protection, sailed about the latter end of November for that station, accompanied by seven sail of the line, exclusive of his flag-ship, two frigates, and three smaller vessels. He arrived safe at the place of his destination, after encountering several severe storms, in one of which the *Monarca*, of seventy guns, received so much damage in a gale of wind as to be obliged to put back.

Immediately on his arrival in the West Indies, he became engaged under Sir G. B. Rodney, in very active service; for intelligence having been received about the end of April that the Count de Grasse was daily expected with a reinforcement, Sir Samuel was detached with the greatest part of the fleet to intercept him. The British squadron discovered their antagonists on the 28th of April off Martinico, consisting of nineteen sail of the line, two others armed en flûte, and a number of large frigates. The English force amounted to only seventeen sail of the line; but, notwithstanding this inferiority, Sir Samuel determined if possible to attack them. An action accordingly took place; but the French kept at such a distance as to render it very indecisive, and little damage ensued. Having, however, repaired what little he had received, he formed a junction with the commander in chief of the British fleet between the islands of Montserrat and Antigua. On the approach

search of Captain Nelson's quondam pursuers, and was left to follow Admiral Pigot, who had quit-

of the hurricane months, Sir Samuel having followed the Count deGrasse to America, joined the fleet then under the command of Admiral Graves; but in the engagement that took place in that quarter had no opportunity of distinguishing himself, not being in the smallest degree concerned in the action, owing to the local circumstances of his station. On the return of the Count de Grasse to the West Indies, Sir Samuel Hood again followed him; he had, however, scarcely reached his station, when the island of St. Christopher's was attacked by the Count Bouille, at the head of a land force, protected by upwards of thirty ships of the line. Sir Samuel, though much inferior, having only twenty-two, determined if possible to save the island. In this, however, though his manœuvres were conducted with the most consummate skill and abilities, he could not succeed; yet so good a disposition did he make of his fleet, as to receive very little damage in several partial encounters that took place on that occasion. After the capitulation of the island, on the 13th of February, nothing remained for Sir Samuel but to retire in as good a condition as possible; which he effected so completely, that the measures he then pursued did not a little contribute to the glorious victory which followed on the 12th of April. Sir Samuel and his division bore the principal part of the action in a short skirmish which took place previous to the great event above mentioned; and on the latter occasion his conduct was so conspicuous as to procure him the thanks of his commander in chief, and of his country. He was rewarded by his sovereign with an Irish peerage, by the title of Baron Hood, of Catherington. The freedom of the city of London was voted him; and he received from several other parts of the kingdom similar instances of the general approbation his conduct merited.

His lordship was detached on the 18th with twelve sail of

ted America with the main body of the fleet. The exertions made by the French in the West

the line, in quest of any French ships that might have endeavoured to pass through the Mona passage, after their defeat of the 12th instant. On the following day five sail was discovered, of which four were captured. The French making no further efforts, and peace taking place, his lordship returned to England in the spring of 1783. During the peace, his lordship commanded at Portsmouth as port-admiral, having his flag on board the *Barfleur*, the same ship in which he had acquired so much glory in the West Indies. At the general election in 1784, he was chosen representative for Westminster; and on the 24th of September 1787, was promoted to be vice admiral of the blue. On the 16th of July 1788, he was appointed one of the lords commissioners of the admiralty; and in the year 1790, he again hoisted his flag on board the *Victory*, on an apprehended rupture with Spain, which however soon subsiding, was consequently again struck. On the 11th of February 1793, war having re-commenced with France, he was advanced to be vice-admiral of the red squadron, and appointed to the command of the fleet ordered into the Mediterranean, to which station he proceeded in the month of May following, on board the *Victory*. His achievements on this station were of the most brilliant kind: Toulon surrendered to his arms; and the conquest of the French ports in the island of Corsica added fresh laurels to his brow: the latter, though since evacuated, became annexed to the crown of Great Britain by the surrender of Calvi on the 1st of August 1794. His lordship was, on the 12th of April preceding, advanced to the rank of admiral of the blue, and returned at the conclusion of the year to England on board the *Victory*. On the 24th of March 1796, his lordship succeeded Sir Hugh Palliser as master and governor of the Royal Hospital at Greenwich, which honourable situation he still holds. He was also, on the 28th of May following, advanced to the dignity of a vis-

Indies, ceased with the defeat they experienced, on the ever-memorable 12th of April preceding ; so that the flame of war was sunk into a smothering ember, and served only to point out, by a mere harmless smoke, the devastation it had formerly caused. It therefore becomes a matter of no wonder, that though constantly employed on the most active service till the news arrived of peace being concluded, Captain Nelson was not fortunate enough to meet with any opportunity of particularly distinguishing himself. Having been ordered to attend his royal highness Prince William Henry, now Duke of Clarence, on a visit paid by him to the governor of the Havannah, he returned from thence to England, and was paid off at Portsmouth about the end of July. He immediately went over to France, as well for the purpose of relaxation, as for the more perfect re-establishment of his health.

After continuing there till the ensuing spring, he returned to England, where, soon after his arrival, he was commissioned to the *Borcas* frigate, of twenty-eight guns, a ship then under orders of equipment for the Leeward Islands, as a cruiser on the peace establishment. This service was by no means so easy, as the public situation of affairs

count of Great Britain, by the title of Viscount Hood of Whitby, in the county of Warwick. On the 14th of February, 1799, he was advanced to be admiral of the white, and on the 9th of November, 1805, was raised to the same rank in the red squadron.

appeared to promise. The Americans, after having erected themselves into free and independant states, were extravagant enough to expect, notwithstanding their disseverment from the mother-country, they should continue to enjoy the same privileges which they possessed when considered as colonies to it. The governors and inhabitants of the West-India islands supported this absurd claim, and Captain Nelson having, in consequence of his adopting a firm opinion of its impropriety, declared that he would seize all American vessels, which he found trading contrary to the rules established for that purpose with foreigners, was treated with much asperity.

In a short time afterwards he demonstrated that his declaration was not an empty threat, intended merely to intimidate, and never to be followed up, by the act itself. Having accordingly seized several American vessels which he chanced to meet with, the outcry against him rose to so great an height throughout all the British islands and colonies in that quarter, that he was constrained, for a considerable time, to continue on board his ship, without going even on shore, fearing he might meet with some unpleasant conduct, which his spirit could neither brook, nor the station he held would permit him to endure. Much however as his behaviour might be reprobated by the parties interested, Captain Nelson had the satisfaction to find it approved, in the most unqualified

manner, by his sovereign, and his native country. He continued on the same station, till the month of June, 1787, and was then ordered to England; the term usually allotted to ships employed on such service, during the time of peace, being expired. In the month of March preceding, he married Mrs. Frances Herbert Nesbit, widow of Dr. Nesbit, daughter to William Herbert, Esquire, senior judge, and niece to Mr. Herbert, president of the same island; his royal highness Prince William, who served on the same station as Captain of the Pegasus, gracing the nuptials with his presence, and acting as father to the truly amiable lady. Captain Nelson was put out of commission, soon after his arrival in England, the Boreas being paid off at Sheerness on the 30th of November. From this time he experienced the longest relaxation from the fatigues of public service, which he had ever allowed himself, since his first entrance into it: it was a period of five years; and never perhaps did any of equal length, since his mere childhood, appear half so long, or half so irksome.

“ Captain Nelson,” observes the author of his life, inserted in the Naval Chronicle, already honestly referred to, as being the best source of any printed information hitherto extant, “ retired to enjoy the consolation of domestic happiness; at the parsonage house at Burnham Thorpe, which his father gave him as a place of residence; where imitating Xenophon, in the arrangement of his little

farm at Scyllus, Captain Nelson passed the interval of peace in rural occupation, and solitude. From the age of twelve years to the time occupied at this retreat, no period occurs in the life of Horatio Nelson for the mind to pause; all previous to this, and since that period, has been a continued succession of events, arising from professional duties, amid a complication of peril, and unprecedented emergencies. He now enjoyed the opportunity of strengthening, by frequent reflection, the experience he had obtained; combining the various ideas which a quick, yet sound observation had collected; and improving that knowledge of himself, and of human nature, so essential to those who are called on by their country to command with firmness, to obey without a murmur. Like the celebrated Roman who retired into the country to enjoy the calm of repose, Captain Nelson might declare, that *he had been many years on earth, but had lived very few for himself.*

On the prospect of a rupture with Spain, relative to Nootka Sound, Captain Nelson, who with the utmost impatience regretted passing so inactive a life, repaired immediately to London, and solicited an appointment in the strongest terms. His application was, however, ineffectual, owing to the multitude of officers, who being his seniors on the list, appeared to have a priority of claim to commissions, and the speedy manner in which the dispute terminated. Fortunately for his country,

the sudden war in which Britain found itself involved with French anarchists was more favourable to his wishes. At the very commencement of it, he was appointed to the *Agamemnon* of sixty-four guns, by commission bearing date January 30th, 1793. This ship was then under orders of equipment for the Mediterranean, and having taken in its powder and stores, at Blackstake, sailed in company with the *Robust* of seventy-four guns, commanded by the Hon. Captain Elphinstone, and proceeded to its station in the month of May. In this service Captain Nelson continued for three years: foremost in the hour of danger and difficulty, while at the same time his bravery was happily mingled with the most consummate prudence, and profoundest judgment, it became rather a matter of public wonder, if any official report of an encounter passed him over in silence. He was entrusted as a negotiator, employed as a naval partizan, as a superintendant of transports, and as a general officer on shore; in all which multifarious offices he acquitted himself with such credit, that it were a difficult matter to decide on what occasion his services shone most conspicuously; whether at Genoa, or in his long communications with General De Vins; on the coast of Italy, where he was so frequently employed in expeditions against the French flotillas, which sought their safety by running into creeks, whither they thought it impossible gallantry could

pursue them ; on the coast of Corsica, where the embarkation and landing of troops was so happily confided to him ; or at the sieges of Bastia and Calvi,* where he displayed the knowledge of an able engineer, joined to the experience of a consummate general. It was on the latter occasion he had the misfortune to lose the sight of his right

* Lord Hood in his official letter, containing the account of the siege and surrender of Calvi, pays the following justly merited compliment to Captain Nelson “ The journal I herewith transmit from Captain Nelson, who had the command of the seamen, will shew the daily occurrences of the siege ; and whose unremitting zeal and exertion I cannot sufficiently applaud, or that of Captain Hallowell, who took it by turns to command in the advanced batteries twenty-four hours at a time ; and I flatter myself they, as well as the other officers and seamen, will have full justice done them by the general. It is therefore unnecessary for me to say any thing more upon the subject.” In a subsequent letter, written by the noble admiral during the siege of Calvi, which conveyed to him the thanks of both houses of the British parliament, the former compliment received the following justly merited addition :

“ Sir,

Victory, off Calvi, Aug 8, 1791.

“ Having received his Majesty’s commands to communicate to the respective officers, seamen, marines, and soldiers, who have been employed in the different operations carried on against the enemy in Corsica, a resolution of the two houses of parliament, which I have the honour herewith to enclose, I desire you will make known to all in the *Agamemnon*, and such other officers and seamen as are with you, and were employed at Bastia, the sense that is entertained of their spirited and meritorious conduct.”

eye; a shot from one of the enemy's batteries having struck the ground near the spot where he stood, and driven up the small gravel with such violence, that a minute particle of it struck him on that tender part, and produced the irremediable mischief, which even his enemies must have in some sort lamented. In the encounters which took place in the months of March and July, 1795, between the French and the British fleets, which latter was at that time commanded by Lord Hotham,* he no less eminently

* The first account that appears of this nobleman, who is now living, is his appointment to be captain of the Gibraltar, on the 17th of August, 1757. He was early in the following year promoted to the *Melampe* of thirty-six guns, and on the 28th of March gained great reputation in an action he fought with the *Danae*, a French frigate of forty guns, which he captured. Mr. Hotham quitted the *Melampe* in 1761, and removed into the *Æolus*. He was stationed in the Channel in this vessel during the remainder of the war, in which period he very much distressed the enemy, by taking several of their privateers, besides a number of very valuable merchant vessels. He returned from his station to England a short time before the restoration of peace. On that event taking place, the *Æolus* was put out of commission, and Mr. Hotham continued unemployed till towards the end of the year 1763, when he was appointed to the *Superb*, of seventy-four guns, one of the guardships stationed at Plymouth. This command he is supposed to have held but a short time; and the next mention made of him in the naval line is not till the year 1775, after the commencement of the dispute with America; on which station he was appointed to serve as commodore in the ensuing year, and sailed from Spithead on the 6th of May, having his

distinguished himself, and in the first of those naval skirmishes had the happiness of contributing to the

broad pendant on board the *Preston*, with a numerous fleet of transports, having troops on board, under his convoy. Immediately on his arrival he was employed in directing the disembarkation of the army under General Howe, at Long Island, having shifted his pendant to the *Phoenix*; and his services on this occasion were so conspicuous, that Lord Howe, in his official letter, compliments him by saying, "the activity of Commodore Hotham, most of the officers of the fleet, and the naval officers in general, were infinitely conducive to the King's service in this difficult movement."

In the month of December he was detached by Sir Peter Parker to cover the expedition against Rhode Island, a service which he conducted with his usual ability. Soon after this he was sent on a cruise to the southward of the Chesapeake, where he made several valuable captures and remained there till recalled by Lord Howe, to conduct the business at the port of New York, during his Lordship's absence. Nothing very material took place subsequent to this period, though he continued actively employed, till after the arrival of the Count D'Estaing, with the French squadron off New York. He had at that time returned back into his former ship the *Preston*; and in the partial engagement, which took place between Lord Howe and the French fleet, he eminently distinguished himself by an attack on the *Tonnant* of eighty-four guns, which in all probability he would have captured had not several French ships of the line made their appearance: this spirited encounter took place during the night of the 13th of August. Mr. Hotham at the end of the year was detached to the West Indies, where he joined Rear Admiral Barrington, and conducted himself with the greatest credit while under his command, particularly in the attack of the island of St. Lucia. From this time till 1780 he was not particularly engaged in any employment that called for exertion: at the

partial success then obtained, by the spirited attack he made on the 12th, in conjunction with the Inconstant frigate, on the *Cà Ira*, of eighty guns.

Vengeance of seventy-four guns, on the arrival of Sir G. Rodney, and was present at the different engagements with the *Count de Guichen*; and though he was distinguished for his gallantry in the first action, being stationed to lead the van of Rear-Admiral Rowley's division, he was much more so on a subsequent occasion which took place on the 10th of May, 1780; when serving in the same situation as before, he behaved in so gallant a manner, as to occasion the commander in chief, in his official dispatches, to bestow on Mr. Hotham the greatest praise.

Mr. Hotham was in the ensuing spring ordered to England; and having with him a fleet of vessels, chiefly Dutch, captured at St. Eustatia, he was so unfortunate as to fall in with a French squadron of very superior force; and though the commodore manœuvred in such a manner as to save himself and the other ships of war that were with him, a great part of the merchant vessels fell into the enemy's hands. From this period till 1782, he held no subsequent command; but being then appointed to act with the Channel fleet, he hoisted his broad pendant on board the *Edgar*, and was partially engaged in the action under Lord Howe, at the relief of Gibraltar. Peace taking place soon after, he quitted active service, which he did not again resume till the year 1790, having been in the intermediate time, on the 24th of September 1787, advanced to the rank of rear-admiral of the red. In the year 1790, on an apprehension of a rupture with Spain, he was again employed in the Channel fleet, under Admiral Barrington; but that storm soon subsiding, he struck his flag. On the 21st of September in the same year he was promoted to be vice-admiral of the blue, as he was on the 1st of February, 1793, to the same rank in the white squadron. In the month of April following he was appointed second in command of the fleet

On the 4th of July Captain Nelson was, as had frequently been the case on former occasions, de-

ordered into the Mediterranean under Lord Hood, and was left by that noble Lord in June, 1794, with a detached squadron to block up the remains of the French fleet, which had escaped the disasters at Toulon, and which having put to sea on the 5th, had been driven within the shoals of the bay of Gorgona, where they lay protected by their batteries. Previous to this, he had been raised to the rank of vice-admiral of the red, on the 12th of April preceding.

Nothing material took place till the month of March, 1795, when the French squadron, consisting of seventeen sail of the line and five frigates, or smaller vessels, again ventured to sea. Being pursued by the vice-admiral, one of their ships was on the 13th brought to action by the *Inconstant* frigate, supported by the *Agamemnon*, Captain Nelson, and had not the near approach of the enemy's ships prevented it, she would have fallen a prize to their gallantry. She was however so much disabled, that she was obliged to be taken in tow, and both vessels were discovered in the morning so far to leeward, that the French fleet were obliged to come to an engagement, in order to prevent their falling into the hands of the vice-admiral, who threatened to cut them off. In this action were captured the *Ca Ira* of eighty guns, and the *Censeur* of seventy-four. The result of it, though in the beginning it promised to be more successful, completely frustrated whatever designs the enemy had meditated. On the 16th of April following, Mr Hotham was advanced to be admiral of the blue. Nothing further of any consequence happened in the Mediterranean till the month of July, when the French fleet having again put to sea, chased into St. Fiorenzo on the 7th a small squadron which had been detached under Commodore Nelson. Admiral Hotham immediately put to sea on the first information, but did not get sight of them till the 19th, when a partial and undecided encounter took place, the particulars of which are best explained by the following extract from the admiral's own account.

tached from the fleet as senior officer of a squadron of observation, consisting of the *Agamemnon*,

“ Yesterday at day-break we discovered them to leeward of us, on the larboard tack, consisting of twenty-three sail, seventeen of which proved to be of the line; the wind at this time blew very hard from the W. N. W. attended with a heavy swell, and six of our ships had to bend their main-top-sails, in the room of those that were split by the gale in the course of the night. I caused the fleet however to form with all possible expedition on the larboard line of bearing, carrying all sail possible to preserve that order, and to keep the wind of the enemy, in the hope of cutting them off from the land, from which we were only five leagues distant. At eight o'clock, finding they had no other view but that of endeavouring to get from us, I made the signal for a general chase, and for the ships to take suitable stations for their mutual support, and to engage the enemy as arriving up with them in succession; but the baffling winds and vexatious calms, which render every naval operation in this country doubtful, soon afterwards took place, and allowed a few only of our van ships to get up with the enemy's rear about noon, which they attacked so severely, that in the course of an hour after we had the satisfaction to find one of their sternmost ships, the *L'Alcide*, of seventy-four guns, had struck; the rest of the fleet, favoured by a shift of wind to the eastward (that placed them now to the windward of us) had got so far into Fregus Bay, whilst the major part of ours was becalmed in the offing, that it became impossible for any thing further to be effected, and those of our ships which were engaged had approached so near to the shore, that I judged it proper to call them off by signal. If the result of the day was not so completely satisfactory as the commencement promised, it is my duty to state, that no exertions could be more unanimous than those of the fleet under my command; and it would be injustice to the general merit of all, to select individual instances of commen-

Meleager, Ariadne, Moselle, Mutine cutter; and being on the 7th of the ensuing month chased into St. Fiorenzo by the French fleet, which had put to sea from Toulon, that circumstance led to a second partial encounter, which ended without any further loss to the enemy than that of the Alcide of 74 guns, which took fire and blew up, after she had struck her colours, ere she could be properly taken possession of by the English. In the ensuing month he was detached by the commander in chief as senior officer of a light

dation, had no superiority of sailing placed some of the ships in an advanced situation, of which they availed themselves in the most distinguished and honourable manner. Among the number was the Victory, having Rear-Admiral Mann on board, who had shifted his flag to that ship on this occasion. I am sorry to say the Alcide, about half an hour after she had struck, by some accident caught fire in her fore-top, before she was taken possession of, and the flames spread with such rapidity, that the whole ship was soon in a blaze several boats were dispatched from the ships as quickly as possible, to rescue as many of her people as they could save from the destruction that awaited them; three hundred of them were in consequence preserved, when the ship blew up with the most awful and tremendous explosion, and between three and four hundred people are supposed to have perished."

At the close of this year, Admiral Hotham resigned his command, and returned to England, and was in the year 1797 advanced to the dignity of a peer of Ireland, by the title of Baron Hotham, as a reward for his long and meritorious services. On the 14th of February, 1799, his Lordship was promoted to be admiral of the white; as he was moreover on the 9th of November, 1805, to the same rank in the red squadron.

squadron, with which he was ordered to proceed to the Bays of Alassio and Languilia, both in the neighbourhood of Vado, and at that time not only in possession of the French army, but serving as the principal rendezvous for the transports and store-ships employed in the conveyance of stores and other necessities applicable to the maintenance of war in that quarter of the world; in this service he displayed his customary diligence, and his activity experienced the reward it merited.*

* Letter from Captain Nelson to Admiral Hotham, dated Agamemnon, Vado Bay, Aug. 27, 1795.

Sir,

Having received information from General De Vins, that a convoy of provisions and ammunition was arrived at Alassio, a place in the possession of the French army, I yesterday proceeded, with the ships named in the margin (Inconstant, Meleager, Southampton, Tartar, Ariadne, Speedy) to that place, where, within an hour, we took the vessels named in the enclosed list: there was a very feeble opposition from some of the enemy's cavalry, who fired on our boats when boarding the vessels near the shore; but I have the pleasure to say, no man was killed or wounded. The enemy had two thousand horse and foot soldiers in the town, which prevented my landing, and destroying their magazines of provisions and ammunition.

I sent Captain Freemantle, of the Inconstant, with the Tartar, to Languilia, a town on the west side of the Bay of Alassio, where he executed my orders in a most officer-like manner; and I am indebted to every captain and officer in the squadron for that activity, but most particularly so to Lieutenant George Andrews, first lieutenant of the Aga-

It were difficult perhaps to decide which point of character was most conspicuous, the spirit and gallantry which he displayed in conducting the enterprise, or the modesty with which he described the events of it. His commander in chief, Mr. Hotham, bore the amplest testimony to the former, and every individual under his command endeavoured to exceed each other in their honest suf-

memnon, who, by his spirited and officer-like conduct, saved the French corvette from going on shore.

I have the honour to be, Sir,

With the greatest respect,

Your most obedient,

Admiral Hotham

HORATIO NELSON

List of vessels taken by his Majesty's squadron under the command of Horatio Nelson, Esq. in the Bay of Alania and Langulna, the 20th of August, 1795

La Revolue (corvette) pollaco ship, ten guns, four swivels, eighty-seven men, six guns thrown overboard, belonging to the French. *La Republique* gun boat, six guns, forty nine men, belonging to the French. *La Constitution* galley, one brass gun, four swivels, thirty men, belonging to the French: *La Vigilante* galley, one brass gun, four swivels, twenty nine men, belonging to the French: a brig in ballast, name unknown, burden one hundred tons, belonging to the French. a bark, name unknown, burden seventy tons, laden with powder and shells, belonging to the French: *La Guiletta* brig, burden one hundred tons, laden with wine, belonging to the French. a galley, name unknown, burden fifty tons, in ballast: a tartane, name unknown, burden thirty-five tons, laden with wine. a bark, name unknown, laden with powder, drove on shore. a bark, name unknown, laden with provisions, burnt.

frages as to the truth of the latter. Towards the close of the current year Mr. Hotham was superseded in his command by Sir John Jervis,*

* This nobleman is the descendant of a respectable and ancient family in the county of Stafford; being the second son of Swinfen Jervis, Esq. barrister at law, sometime counsel to the board of admiralty, and auditor of Greenwich Hospital. He entered early in life into the sea-service, and served about the year 1749 on board the Gloucester, a fourth rate then on the Jamaica station. On the 10th of February, 1755, he was promoted to a lieutenancy, and acted in that capacity on board the flag-ship of Sir Charles Saunders, on the expedition against Quebec. Being in 1759 advanced to the rank of commander, he was early in the ensuing year appointed to the Albany sloop of war, stationed in the Mediterranean, where on account of the illness of Sir John Strachan he took upon him the temporary command of the Experiment of twenty guns; in which ship he distinguished himself in an engagement with a large xebec, under Moorish colours, carrying twenty-six guns, but chiefly manned with French sailors, which after a severe contest was obliged to take advantage of the wind and make her escape. He was promoted to the rank of a post-captain, and appointed to the Gosport of forty-four guns on the 13th of October following: in that ship he continued, during the whole war, being employed for some time on the home service; and during the latter part of his command on the Mediterranean station. On his return to England in 1763, the Gosport was put out of commission, and Mr. Jervis received no other commission till he was appointed in 1769 to the Alarm, of thirty-two guns, in which frigate he proceeded almost immediately to the Mediterranean, and had the honour of entertaining on board his ship the Duc de Chablais, brother to the king of Sardinia, who made him some valuable presents. He continued on that station in the same ship till 1773, and being a short time before his return

afterwards created Earl of St. Vincent, who in the month of April, 1796, promoted Captain Nelson

to England in 1775 promoted to the *Foudroyant* of eighty guns, remained captain of her till the year 1783. During this whole period of time, only two opportunities sufficiently interesting occurred in which Mr. Jervis could distinguish himself, which was in the encounter with the Count D Orvilliers, on the 27th of July, 1778 when he was stationed as one of the seconds to the commander in chief, and most gallantly supported the honour of his country. He continued employed under various commanders without any thing material occurring, except the common routine of service, till the year 1782, when in the month of April, being under the orders of Vice-Admiral Barrington, who was sent in pursuit of a French squadron destined for the East Indies, he came up with and attacked the *Pegase*, a French ship of seventy-four guns, which struck to the *Foudroyant*, after a gallant action. The admiral in his dispatches took such particular notice of this engagement, that on his return into port he was honoured with the order of the Bath. During the encounter he received a wound by a splinter, which struck him on the right temple, and affected his eye so much, that the consequences have never since been completely removed. Early in 1783 Sir John quitted the *Foudroyant*, and hoisted his broad pendant on board the *Salisbury* of fifty guns, as commodore of a squadron intended for a secret expedition; but peace taking place, this was consequently laid aside. He now experienced some relaxation from his naval duty, as he took on himself no subsequent command till the year 1790. During the intermediate period, he was in 1784 elected representative in parliament for Yarmouth in Norfolk, and on the 24th of September 1787 was raised to the rank of rear-admiral of the blue; as he was also on the 21st of September 1790 to the same rank in the white. On the apprehension of a rupture with Spain, rela-

to the rank of temporary commodore, with a distinguishing pendant, which he accordingly

tive to Nootka Sound, in that year, Sir John was appointed to be captain of the fleet equipped on the occasion. The dispute being, however, accommodated, it never proceeded to sea. He had been chosen member for Chipping Wycombe at the general election which took place in the above year. On the 1st of February, 1793, he was advanced to be vice-admiral of the blue; and having hoisted his flag on board the *Barfleur*, sailed in the ensuing year with a squadron, of which he had accepted the command, to the West Indies; on which occasion he vacated his seat in parliament. His conduct, while on this service, became the subject of parliamentary inquiry, and is too recent in the minds of all to need any comment, particularly as there may still exist persons, who, notwithstanding the highly honourable and favourable decision of the house of parliament, entertain different sentiments of the transactions which took place during that period.

After the return of Sir John to England, he was in the month of June, 1795, advanced from the rank of vice-admiral of the white, to which he had been raised on the 12th of April, in the preceding year, to be admiral of the blue, and was appointed to be commander in chief on the Mediterranean station; he accordingly proceeded thither in a frigate. Nothing, however, of consequence occurred in those seas, and Sir John, having quitted the Mediterranean, repaired to Lisbon. On the 14th of February, 1797, being then off Cape St. Vincent, he fell in with the Spanish fleet. Its force consisted of twenty-seven sail of the line, seven of them first-rates, carrying from one hundred to one hundred and twenty-six guns, while the ships under the orders of Sir John amounted to only fifteen. He, however, determined to engage them. The result was glorious to himself, and to his country. His own dispatch will best explain the event.

hoisted, in the first instance, on board his old ship the *Agamemnon*, but in the ensuing month

“ *Victory, off Lagos Bay, February 18.*

“ Sir,

“ The hopes of falling in with the Spanish fleet, expressed in my letter to you of the 13th instant, were confirmed that night by our distinctly hearing the report of their signal-guns; and by intelligence received from Captain Foote, of his majesty's ship *Niger*, who had, with equal judgment and perseverance, kept company with them for several days on my prescribed rendezvous, which, from the strong south-east winds, I had never been able to reach, and that they were not more than three or four leagues from us. I anxiously waited the dawn of day, when being on the starboard tack, Cape St. Vincent bearing east by north eight leagues, I had the satisfaction of seeing a number of ships extending from south west to south, the wind then at west by south. At forty minutes past ten, the weather being extremely hazy, *La Bonne Citoyenne* made the signal that the ships were of the line, twenty-five in number. His majesty's squadron consisting of the fifteen ships of the line named in the margin, were happily formed in the most complete order of sailing in two lines. By carrying a press of sail, I was fortunate in getting in with the enemy's fleet at half past eleven o'clock, before it had time to connect and form a regular order of battle. Such a moment was not to be lost; and, confident in the skill, valour, and discipline of the officers and men I had the happiness to command, and judging that the honour of his majesty's arms, and the circumstances of the war in these seas, required a considerable degree of enterprise, I felt myself justified in departing from the regular system, and passing through their fleet in a line formed with the utmost celerity, tacked, and thereby separated one-third from the main body. After a partial cannonade, which prevented their rejunction till the evening, and by the very great exertions of the ships which had the good fortune to arrive up with the

removed into the Captain of seventy-four guns, and in the month of August following was esta-

enemy on the larboard tack, the ships named in the margin were captured, and the action ceased about five o'clock in the evening. I enclose the most correct list I have been able to obtain of the Spanish fleet opposed to me, amounting to twenty-seven sail of the line, and an account of the killed and wounded in his majesty's ships, as well as in those taken from the enemy. The moment the latter, almost totally dismasted, and his majesty's ships the Captain and Culloden, are in a state to put to sea, I shall avail myself of the first favourable winds to proceed off Cape St. Vincent, in my way to Lisbon. Captain Calder, whose able assistance has greatly contributed to the public service during my command, is the bearer of this, and will more particularly describe to the lords commissioners of the admiralty, the movements of the squadron on the fourteenth, and the present state of it. I am, &c.

" J. JERVIS. "

" Evan Nepean, esq. &c. &c.

The ships captured in this action were the Salvador del Mundo, of one hundred and twelve guns, the San Josef, of one hundred and twelve, the San Nicholas, of eighty-four, and the San Isidro, of seventy-four. On the occasion of this great victory, exclusive of inferior honours, Sir John was raised to the dignity of a baron and earl of Great Britain, by the titles of Baron Jervis of Melford, in the county of Stafford, the place of his birth, and Earl of St. Vincent; a pension of three thousand a year was also bestowed on him by parliament. His lordship continued for the space of two years either occupied in the blockade of Cadiz, or in sending off detachments of his fleet where he thought it necessary. The most important of these was that put under the orders of the late Lord Nelson, which paved the way for the glorious victory of Aboukir. On the 14th of February, 1799, he was advanced to the rank of admiral of the white squadron, and finding his health impaired, returned to England in the month of July. In October follow-

blished in permanent rank, having a captain appointed to command under him in the ship just mentioned.* The services on which he was employed till nearly the close of the year, were extremely important, although they afforded him no opportunity of displaying that brilliancy of character which have so uninterruptedly marked

ing, he received a challenge from Sir John Orde, who thought himself aggrieved by his having employed Sir Horatio Nelson on the above occasion, in preference to himself, who was a senior officer. The circumstance, however, becoming known to the friends of both parties, they were prevented from proceeding to extremities, and bound over to keep the peace. His lordship recovered his health sufficiently to take upon him the command of the British force in the channel in the month of April, 1800. He immediately proceeded to watch the motions of the enemy off Brest. On the 26th of August, 1800, he was appointed lieutenant-general of his majesty's marine forces, and on the 21st of April, 1801, was created a viscount of the united kingdom of Great Britain and Ireland, by the title of Viscount St. Vincent, of Melford, with remainder in succession to his nephews, and their heirs. Having been appointed, on the 21st of February preceding, first commissioner for executing the office of lord high admiral, he continued to hold that station till the month of May, 1804, since which time he has not taken upon himself any employment, either in the line of active service, or in the civil department; but on the 9th of November, 1805, his lordship was raised to the rank of admiral of the red squadron.

* It is said to have been observed in the Mediterranean, that before Captain Nelson quitted the *Agamemnon*, he had fairly worn her out. When that ship came into dock to be refitted, in the month of October, 1796, she had not a mast, yard, or sail fit for service. The hull also had been for a long time secured and kept together by cables properly served round her.

the greater part of the enterprizes in which he was engaged. The blockade of Leghorn, the capture of Porto Ferrajio, together with the island of Caprea, and the evacuation of Bastia, were each of them employments that required the most consummate abilities, the most spirited activity, and the soundest judgment; and where all were equally conspicuous, it would be derogating from one species of merit, to bestow any particular commendation on another.

After having convoyed the British troops, which had been employed in garrisoning the island of Corsica, to Porto Ferrajio, Commodore Nelson proceeded to St. Fiorenzo bay, where he rejoined the commander in chief, and immediately afterwards accompanied him to Gibraltar. In the month of December he received instructions to remove his broad pendant on board *La Minerve*, a frigate of thirty-two guns, commanded by Captain George Cockburn; and the *Blanche* frigate, of the same force, commanded by Captain Preston, being put under his orders, he was directed to proceed to Porto Ferrajio, for the purpose of conveying from thence the depot of naval stores which had been formed there, during the time the British fleet was stationed in the Mediterranean, to Gibraltar, where they were much wanted, in consequence of the change of station necessarily occasioned by the commencement of

the war with Spain. While on his passage thither, the commodore had the fortune to fall in with two large Spanish frigates, during the night of the 19th of December. The commanding ship carried a poop light, and was immediately attacked by Mr. Nelson, who at the same time directed the *Blanche* to engage her consort. The encounter between the commodore and his antagonist commenced about forty minutes past ten at night; and after an unremitted as well as most spirited contest, which continued nearly three hours, the enemy's ship was compelled to surrender, having had one hundred and sixty-four men killed and wounded. Her mizen mast had fallen in the action; her main and fore masts were also so severely wounded that both of them went away on her first attempt to carry sail after her surrender. The prize was named *La Sabina*, a frigate of the first class, mounting forty guns; those on her main deck, being twenty-eight in number, were eighteen-pounders.

While the *Minerve* was thus engaged, Captain Preston, in the *Blanche*, most gallantly bore his share in the encounter, and effectually silenced his antagonist, but was prevented from taking possession of his defeated enemy; by the appearance of three other Spanish ships, which bore down on the conquerors. The commodore was on his part scarcely less unsuccessful; for

although possession was taken of his prize, the same cause which rescued that of Captain Preston from his hands, operated little less forcibly with respect to himself. The Sabina and the Minerve steered different courses, and the masts of the former not being able, as already related, to support a pressure of sail, they both fell by the board, and, as a natural consequence, the Sabina again reverted into the possession of her former masters. Owing however to the exertions of the commodore, together with the rest of the officers of the Minerve and Blanche, those ships were most gallantly and happily rescued from experiencing a fate equally grievous.*

* La Sabina was scarcely taken possession of, when a second frigate belonging to the enemy made her appearance, and began to engage the Minerve; but, after a fruitless contest of half an hour's continuance, thought proper to haul her wind, or, as the commodore himself expressed his opinion, he was confident she would have shared the fate of her companion. At the dawn of day, two of the vessels in sight were discovered to be Spanish ships of the line, when, owing to the diversion of pursuit, afforded by Lieutenant Culverhouse, who was appointed to command La Sabina, *pro tempore*, and who, while the crippled state of his masts permitted him to make sail, steered an opposite course to that of the commodore, added, as above related, to the exertions of the latter, and those he commanded, the further progress of the misfortune was arrested.

With that modesty peculiar to himself, and which so nobly characterised his conduct on all occasions, Captain Nelson assumed not to himself the slightest merit on the foregoing oc-

Commodore Nelson having executed the object of his mission, sailed from Porto Ferrajo in the *Minerve*, on the 29th of January, for the purpose of rejoining the commander in chief. Sir Gilbert Elliott, afterwards Lord Minto, the late viceroy of Corsica, together with Lieutenant-Colonel Drinkwater, and divers other persons belonging to his suite, had taken their passage on board the *Minerve*; and the commodore after having studiously endeavoured to obtain every possible information in his power relative to the enemy's force and future intentions, by reconnoitring all the principal ports in the Mediterranean, proceeded for Gibraltar, where he arrived a few days after the Spanish fleet from Carthagena had passed through the

canyon. A repetition of his own words will in themselves afford the praise best adapted to such heroic conduct.

"You are, sir," said he, "so thoroughly acquainted with the merits of Captain Cockburn, that it is needless for me to express them, but the discipline of *La Minerve* does the highest credit to her captain and lieutenant, and I wish fully to express the sense I have of their judgment and gallantry. Lieutenant Culverhouse, the first lieutenant, is an old officer of very distinguished merit. Lieutenants Hardy, Gage, and Noble, deserve every praise which gallantry and zeal justly entitled them to; as does every other officer and man in the ship.

"You will observe, sir, I am sure, with regret, among the wounded, Lieutenant James Noble, who quitted the Captain to serve with me, and whose merits and repeated wounds received in fighting the enemies of our country, entitle him to every reward a grateful nation can bestow."

Streights. Burning with impatience to assume a more active and useful station than the command of a frigate could possibly afford him, when a serious contest with the enemy appeared more than probable, he remained at Gibraltar only one day, and in the course of his passage to the westward, towards the appointed place of rendezvous, was on the 11th of February not only chased by two Spanish line of battle ships, but was also in sight of their whole fleet off the entrance of the Streights. He was fortunate enough, however, to effect not only his escape, but his junction with the admiral, and the fleet, on the 13th of February. The important intelligence he brought, was the prelude to the future success; and as he had been the happy means of first conveying to the admiral information of the near approach of the enemy, so did he in the glorious contest which presently succeeded, prove the principal cause of effecting their discomfiture and defeat.

Immediately on his arrival, he shifted his broad pendant on board his former ship the *Captain*; and, as it is reported, had not effected his removal many minutes, ere the signal was made that the British fleet should prepare for action; the ships which composed it being directed to keep in close and compact order during the night. As to the event of the action, few Englishmen can be ignorant; of the circumstances

which led to that event, the greater part of them may be but partially informed, perhaps, notwithstanding a variety of documents have already been printed and re-printed in a multitude of forms, each of them attempting to illustrate a period so interesting to the feelings of Britons, but unhappily, through an infinity of causes, all failing to produce the wished-for intention and the desired effect. Of these, according to the ordinary course of precedence, the official, or gazette account, claims the first mention.* No particular observation is made on the conduct of Commodore Nelson: and that circumstance, perhaps, paradoxical as it may appear, is in itself a matter of the highest praise; for it is the natural infirmity of the human mind to be silent as to the promulgation of that worth, which it feels itself shrink as it were from the task of paying sufficient tribute to.

The next account we shall beg leave to notice, as well as to insert, is a short memorandum made by the commodore himself, presently after the encounter, in which, with his customary delicacy with respect to himself, he attributes the highest possible praise to those employed under his orders, who aided in effecting the glorious achievement, but is totally silent as to those energies produced and raised to maturity in his own mind, which gave birth to so glorious and brilliant a conclusion.

* See page 66.

Plan of
the BATTLE OF
CAPE VINCIGUET.
FEBRUARY 1707

Shows the Position of the respective Fleets a little before one o'clock. — Three Commodore Yelton on the Captain supported by 140. Three frigates on the Southern Line supported the Spanish Fleet so that he could see the Starboard side of the Commodore the Victory to the British



“At one, P. M.” observes the commodore, “the Captain having passed the sternmost of the enemy’s ships, which formed their van, and part of their centre, consisting of seventeen sail of the line, they, on the larboard, we on the starboard tack, the admiral made the signal to tack in succession; but perceiving all the Spanish ships to bear up before the wind, evidently with an intention of forming their line, going large, and joining their separated divisions, at that time engaged with some of our centre ships, or flying from us—to prevent either of their schemes from taking place, I ordered the ship to be wore, and passing between the *Diadem* and *Excellent*, at a quarter past one o’clock, was engaged with the headmost, and, of course, leewardmost of the Spanish division. The ships which I knew were the *Santissima Trinidad*, of one hundred and thirty-six guns, *San Josef*, of one hundred and twelve, *Salvador del Mundo*, of one hundred and twelve, *San Nicholas*, eighty; another first-rate, and a seventy-four, names unknown.

“I was immediately joined, and most nobly supported, by the *Culloden*, Captain *Troubridge*. The Spanish fleet, not wishing, I suppose, to have a decisive battle, hauled to the wind on the larboard tack, which brought the ships above mentioned to be the leewardmost and sternmost ships in their fleet. For near an

hour I believe (but I do not pretend to be correct as to time), did the Culloden and Captain support this not only apparently but really unequal contest; when the Blenheim passing between us and the enemy, gave us a respite, and sickened the Donx. At this time the Salvador del Mundo, and San Isidro, dropped astern, and were fired into in a masterly style by the Excellent, Captain Collingwood, who compelled the San Isidro to hoist English colours, and I thought the large ship, Salvador del Mundo had also struck: but Captain Collingwood, disdaining the parade of taking possession of a vanquished enemy, most gallantly pushed up with every sail set, to save his old friend and messmate, who was to appearance in a critical state. The Blenheim being ahead, the Culloden crippled and astern, the Excellent ranged up within two feet of the San Nicholas, giving a most tremendous fire. The San Nicholas luffing up, the San Josef fell on board her, and the Excellent passing on for the Santissima Trinidad, the Captain resumed her station abreast of them, and close alongside. At this time the Captain having lost her fore-top-mast, not a sail, shroud, nor rope left, her wheel away, and incapable of further service in the line or in chase, I directed Captain Miller to put the helm a-starboard, and calling for the boarders, ordered them to board. The soldiers

of the sixty-ninth, with an alacrity which will ever do them credit, and Lieutenant Pearson of the same regiment, were almost the foremost on this service. The first man who jumped into the enemy's mizzen-chains was Captain Berry, late my first lieutenant (Captain Miller was in the act of going also, but I directed him to remain); he was supported by our spritsail yard, which hooked in the mizzen rigging. A soldier of the sixty-ninth regiment having broken the upper quarter gallery window, I jumped in myself, and was followed by others as fast as possible. I found the cabin doors fastened, and some Spanish officers fired their pistols; but having broke open the doors, the soldiers fired, and the Spanish brigadier (commodore, with a distinguishing pendant) fell, as retreating to the quarter-deck. I pushed immediately onwards for the quarter-deck, where I found Captain Berry in possession of the poop, and the Spanish ensign hauling down. I passed with my people, and Lieutenant Pearson, on the larboard gang-way to the forecastle, where I met two or three Spanish officers, prisoners to my seamen: they delivered me their swords. A fire of pistols or musquets opening from the admiral's stern-gallery of the *San Joseph*, I directed the soldiers to fire into her stern, and calling to Captain Miller, ordered him to send more men into the *San Nicholas*, and directed

my people to board the first rate, which was done in an instant; Captain Berry assisting me into the main chains. At this moment a Spanish officer looked over the quarter-deck rail, and said they surrendered. From this most welcome intelligence, it was not long before I was on the quarter-deck, where the Spanish captain, with a bow, presented me his sword, and said the admiral was dying of his wounds. I asked him on his honour, if the ship surrendered. He declared she was; on which I gave him my hand, and desired him to call on his officers and ship's company and tell them of it; *and, on the quarter-deck of a Spanish first-rate, extravagant as the story may seem, did I receive the swords of vanquished Spaniards, which as I received I gave to William Fearney, one of my bargemen, who put them with the greatest sang froid under his arm.* I was surrounded by Captain Berry, Lieutenant Pearson of the sixty-ninth regiment, John Sykes, John Thompson, Francis Cooke (all old Agamemnons), and several other brave men, seamen and soldiers. Thus fell these ships.

“N. B. In boarding the San Nicholas, I believe we lost about seven killed and ten wounded; and about twenty Spaniards lost their lives by a foolish resistance. None were lost I believe in boarding the San Josef.”

To the foregoing we shall add the following

irrefragably legal document, which, in the plainest and most unadorned, though not, on that account, less interesting style, sets forth not only the leading events of the action itself, but those also which immediately preceded it.

Copy of the log-book of his majesty's ship the Captain, Commodore Nelson, the 14th and 15th of February, at the victory of the Earl of St. Vincent over the Spanish fleet.

“ Tuesday, February 14th, wind variable, moderate breezes, and hazy ; out cutter and barge, and sent them on board the Victory ; joined company his majesty's ship Bonne Citoyenne. At two the cutter returned with Lieutenant Noble. Hoisted Commodore Nelson's pendant. At half past four mustered at quarters ; one division exercised great guns. At half past six Commodore Nelson came on board from the Minerve. Hoisted in the barge, filled, and made sail. At nine set the main sail ; at twelve tacked per signal, A. M. ditto weather, between two and three o'clock, heard the report of several guns to the southward. which we supposed to be the Spanish fleet, who we knew were near us. At four the Victory, south one mile, at day-light, made the signal for a strange sail to the northward. At half past five heard the report of two guns, S. W. At half past eight set the mainsail. At ten, up mainsail ;

moderate and foggy. At half past ten saw the Spanish fleet, bearing S. S. E. four or five miles. The signal to form the line and chase the enemy. At twenty minutes before twelve the headmost ships of our line began to engage the enemy as they passed us on the other tack; Cape St. Vincent bearing north ten leagues. A few minutes before noon, we opened our fire on their leading ship, and passed nineteen sail of the line, giving and receiving as we passed; our leading ships having eight of their rear ships to tack, by breaking their line.

"Wednesday, 15th, wind variable; at eighteen minutes before one, the Captain having passed, on the starboard tack, the last of the enemy's line of nineteen sail, which were on the larboard tack, the Spanish admiral, in the *Santissima Trinidad*, bore up, evidently with a design to join a division of his fleet, of eight sail of the line, which were on the Captain's lee-bow, on which the commodore ordered the ships to be wore; when passing between the *Diadem* and *Excellent*, she was immediately engaged by the *Santissima Trinidad*, a four-decked ship, and two other three-deckers, and several two-deckers; so that at one time we were engaged by nine line of battle ships, in which we were most nobly supported by Captain Troubridge, of the *Culloden*. The Spanish admiral desisted from his attempt of joining his other divi-

sion, and hauled to the wind on the larboard tack. About two P. M. the Culloden having got between us and the enemy, we ceased firing about ten minutes, till we got ahead of her, and became engaged as before. Employed the interval in replenishing our shot, and repairing our rigging. About half-past two, our sails and rigging being almost cut to pieces, the Blenheim passed between us and the enemy. Employed as before, while our fire ceased. At three we came to engage several of the enemy's line, particularly the San Josef and San Nicholas. Saw a Spanish two-decker strike to the Excellent. Soon after we shot away the mizzen-mast of the San Josef, which caused her to fall on board the San Nicholas to windward. At half past three the Excellent passed us to windward, engaging the San Josef within pistol shot as she passed by; on which she and the San Nicholas fell on board of each other. The San Josef having lost her mizzen-mast, the Captain, whose fore-top-mast was at this time shot away, immediately luffed along-side, prepared for boarding, and, having engaged very sharply for a few minutes, in which we had fifteen men killed and wounded, the commodore ordered the ship to be laid on board; when himself, Lieutenants Berry, Noble, and Pearson, and Messrs. Samwell, Withers, and Williams, midshipmen, at the head of the boarders and troops, entered

moderate and foggy. At half past ten saw the Spanish fleet, bearing S. S. E. four or five miles. The signal to form the line and chase the enemy. At twenty minutes before twelve the headmost ships of our line began to engage the enemy as they passed us on the other tack; Cape St. Vincent bearing north ten leagues. A few minutes before noon, we opened our fire on their leading ship, and passed nineteen sail of the line, giving and receiving as we passed; our leading ships having eight of their rear ships to tack, by breaking their line.

"Wednesday, 15th, wind variable; at eighteen minutes before one, the Captain having passed, on the starboard tack, the last of the enemy's line of nineteen sail, which were on the larboard tack, the Spanish admiral, in the Santissima Trinidad, bore up, evidently with a design to join a division of his fleet, of eight sail of the line, which were on the Captain's lee-bow, on which the commodore ordered the ships to be wore; when passing between the Diadem and Excellent, she was immediately engaged by the Santissima Trinidad, a four-decked ship, and two other three-deckers, and several two-deckers; so that at one time we were engaged by nine line of battle ships, in which we were most nobly supported by Captain Troubridge, of the Culloden. The Spanish admiral desisted from his attempt of joining his other divi-

sion, and hauled to the wind on the larboard tack. About two P. M. the Culloden having got between us and the enemy, we ceased firing about ten minutes, till we got ahead of her, and became engaged as before. Employed the interval in replenishing our shot, and repairing our rigging. About half-past two, our sails and rigging being almost cut to pieces, the Blenheim passed between us and the enemy. Employed as before, while our fire ceased. At three we came to engage several of the enemy's line, particularly the San Josef and San Nicholas. Saw a Spanish two-decker strike to the Excellent. Soon after we shot away the mizzen-mast of the San Josef, which caused her to fall on board the San Nicholas to windward. At half past three the Excellent passed us to windward, engaging the San Josef within pistol shot as she passed by; on which she and the San Nicholas fell on board of each other. The San Josef having lost her mizzen-mast, the Captain, whose fore-top-mast was at this time shot away, immediately luffed along-side, prepared for boarding, and, having engaged very sharply for a few minutes, in which we had fifteen men killed and wounded, the commodore ordered the ship to be laid on board; when himself, Lieutenants Berry, Noble, and Pearson, and Messrs. Samwell, Withers, and Williams, midshipmen, at the head of the boarders and troops, entered

on board the San Nicholas, on the larboard quarter, and from her boarded the San Josef, and hauled down the colours at five minutes before four o'clock. The latter mounting one hundred and twelve guns, Rear-admiral Winthuyssen, and the former of eighty-four guns, Commodore Gerraldelino. They were both mortally wounded, and died soon after the action ceased.

Commodore Nelson put Lieutenant Berry in charge of the San Josef, and Lieutenant Spicer of the San Nicholas, with one hundred and fifty men in each ship. Found the latter on fire, but extinguished it. At five, all firing ceased.

While we were entangled with both ships, found the San Nicholas to be on fire again, in the fore hold; but it was happily extinguished by our firemen. The commodore went on board the Irresistible. At six, got clear of the prizes. Wore to join the fleet, having been between them and the enemy, who stood towards

us with a fresh breeze, but hauled their wind again. Employed cutting away the remnant of the fore-sail, and clearing the wreck of the fore-top-mast. At seven the Minerve took us in tow; our standing and running rigging, with all the bending sails, being cut to pieces; our

wheel, fore-top-mast, and fore-top, shot away; and our masts severely wounded; the main-mast having three shot through the heart. Employed filling powder and replenishing shot, knotting

and splicing, and to get ready for battle again as soon as possible. Found that another ship of one hundred and twelve guns, the San Salvador del Mundo, and the San Isidore, of seventy-four guns, had struck to our fleet. Our frigates took them in tow.

“The Spanish fleet consisted of twenty-seven sail of the line, nine of which were three-deckers, and eight frigates: our fleet, of fifteen sail of the line, and three frigates (six three-deckers, eight seventy-fours, and one sixty-four). Found we had twenty-four men killed, and fifty-six wounded. In the Spaniards we took, the slaughter must have been very great, as there were people employed all night throwing the dead overboard. A. M. moderate and hazy; the Spanish fleet in sight to windward. Employed repairing the damaged rigging, securing the masts, &c.; bent a new fore-sail, and mizzen-top-sail. The four prizes in tow.”

The document just given is more peculiarly valuable, inasmuch as it is a plain relation of facts given in the most summary way, on the instant of their taking place; and serves to establish beyond controversy many points, which those who are sceptically inclined, might otherwise demur to.

The fourth, and more florid description of the great event alluded to, is given by Lieutenant-colonel Drinkwater, who, as it has been already

related, had taken his passage from Porto Ferrajo on board the *Minerve*, in company with Sir Gilbert Elliot, and having removed into the *Lively*, that ship was, at the express solicitation of the viceroy, permitted to continue with the fleet, that the impatience of the latter might be gratified as expeditiously as possible with regard to the result of the encounter.

“When Sir John Jervis,” says the lieutenant-colonel in his narrative, “on the 14th of February, had accomplished his bold intention of breaking the enemy’s line, the Spanish admiral, who had been separated to windward with his main body, consisting of eighteen ships of the line, from nine ships that were cut off to leeward, appeared to make a movement as if with a view to join the latter. This design was completely frustrated by the timely opposition of Commodore Nelson, whose station in the rear of the British line afforded him an opportunity of observing this manœuvre. His ship, the *Captain*, had no sooner passed the rear of the enemy’s ships that were to windward, than he ordered her to wear, and stood on the other tack towards the enemy.

“In executing this bold and decisive manœuvre, the commodore reached the sixth ship from the enemy’s rear, which bore the Spanish admiral’s flag, the *Santissima Trinidad*, of one hundred and thirty-six guns, a ship of four decks,

reported to be the largest in the world, Notwithstanding the inequality of the force, the commodore instantly engaged this colossal opponent, and for a considerable time had to contend not only with her, but with her seconds a-head and a-stern, each of three decks. While he maintained this unequal combat, which was viewed with admiration, mixed with anxiety, his friends were flying to his support: The enemy's attention was soon directed to the Culloden, Captain Troubridge; and in a short time after to the Blenheim, of ninety guns, Captain Frederick, who opportunely came to his assistance.

“The intrepid conduct of the commodore staggered the Spanish admiral, who already appeared to waver in pursuing his intention of joining the ships cut off by the British fleet; when the Culloden's timely arrival, and Captain Troubridge's spirited support of the commodore, together with the approach of the Blenheim, followed by Rear-admiral Parker, with the Prince George, Orion, Irresistible, and Diadem, not far distant, determined the Spanish admiral to change his design altogether, and to throw out the signal for the ships' main body to haul their wind, and to make sail on the larboard tack.

“Not a moment was lost in improving the advantage now apparent in favour of the British

squadron. As the ships of Rear-admiral Parker's division approached the enemy's ships, in support of the Captain, Commodore Nelson's ship, and her gallant seconds, the *Blenheim* and *Culloden*, the cannonade became more animated and impressive. In this manner did Commodore Nelson engage a Spanish three-decker, until he had nearly expended all the ammunition in his ship, which had suffered the loss of her fore-top-mast, and received such considerable damage in her sails and rigging, that she was almost rendered *hors du combat*. At this critical period, the Spanish three-decker having lost her mizen-mast, fell on board a Spanish two-decker, of eighty-four guns, that was her second: this latter ship consequently now became the commodore's opponent, and a most vigorous fire was kept up for some time by both ships, within pistol shot.

"It was now that the commodore's ship lost many men, and that the damages already sustained, through the long and arduous conflict which she had sustained, appeared to render a continuance of the contest in the usual way precarious or perhaps impossible. At this critical moment the commodore, from a sudden impulse, instantly resolved on a bold and decisive measure; and determined, whatever might be the event, to attempt his opponent sword in hand. The boarders were summoned, and

orders given to lay his ship on board the enemy.

“ Fortune favours the brave! nor on this occasion was she unmindful of her favourite. Ralph Willet Miller, the commodore’s captain, so judiciously directed the course of the ship, that he laid her aboard the starboard quarter of the Spanish eighty-four: her spritsail-yard passing over the enemy’s poop, and hooking in her mizzen-shrouds; when the word to board being given, the officers and seamen destined for this perilous duty, headed by Lieutenant Berry, together with the detachment of the sixty-ninth regiment, commanded by Lieutenant Pearson, then doing duty as marines on board the Captain, passed with rapidity on board the enemy’s ship; and in a short time the San Nicholas was in possession of her intrepid assailants. The commodore’s ardour would not permit him to remain an inactive spectator of this scene. He was aware the attempt was hazardous; and he thought his presence might animate his brave companions, and contribute to the success of this bold enterprise: he therefore, as if by magic impulse, accompanied the party in this attack; passing from the fore-chains of his own ship into the enemy’s quarter-gallery, and thence through the cabin to the quarter-deck, where he arrived in time to receive the sword of the dying commander, who had been mortally wounded by the boarders.

“He had not long been employed in taking the necessary measures to secure this hard-earned conquest, when he found himself engaged in a more arduous task. The stern of the three-decker, his former opponent, was placed directly amid ships of the weather beam of the prize, *San Nicholas*; and from her poop and galleries the enemy sorely annoyed with musquetry the British who had boarded the *San Nicholas*. The commodore was not long in resolving on the conduct to be adopted, on this momentous occasion. The two alternatives that presented themselves to his unshaken mind, were, to quit the prize, or instantly board the three-decker. Confident of the bravery of his seamen, he determined on the latter. Directing, therefore, an additional number of men to be sent from the Captain on board the *San Nicholas*, the undaunted commodore, whom no danger ever appalled, headed himself the assailants in this new attack, exclaiming, *WESTMINSTER ABBEY!* or *GLORIOUS VICTORY!*

“Success in a few minutes, and with little loss, crowned the enterprize. Such indeed was the panic occasioned by his preceding conduct, that the British no sooner appeared on the quarter-deck of their new opponent, than the commanding officer, dropped on one knee, and presented his sword, apologizing at the same time

for the Spanish admiral's not appearing, as he was dangerously wounded. For a moment Commodore Nelson could scarcely persuade himself of this second instance of good fortune: he therefore ordered the Spanish commandant, who had the rank of a brigadier, to assemble the officers on the quarter-deck, and direct means to be taken instantly for communicating to the crew the surrender of the ship. All the officers immediately appeared; and the commodore had the surrender of the San Josef duly conferred by each of them delivering his sword.

“The coxswain of the commodore's barge, John Sykes, since dead, had attended close by his side throughout this perilous attempt: to him the commodore gave in charge the swords of the Spanish officers as he received them: and the undaunted tar, as they were delivered to him, tucked these honourable trophies under his arm, with all the coolness imaginable. It was at this moment also that a British sailor, who had fought under the commodore, came up in the fullness of his heart, and excusing the liberty he was taking, asked to shake him by the hand, to congratulate him upon seeing him safe on the quarter-deck of a Spanish three-decker.

“This new conquest had scarcely submitted, and the commodore returned on board the San Nicholas, when the latter ship was discovered to be on fire in two places. At the first mo-

ment appearances were alarming; but the presence of mind and resources of the commodore and his officers, in this emergency, soon got the fire under.

“A signal was made by the Captain for boats to assist in disentangling her from the two prizes; and as she was incapable of further service until refitted, the commodore again hoisted his broad pendant, for the moment, on board *La Minerve* frigate; and in the evening shifted it to the *Irresistible*, Captain Martin: but as soon as the Captain was refitted, he re-hoisted his pendant on board the latter ship.

“As a reward for such distinguished gallantry on the 14th of February, he received the insignia of the Bath and the gold medal from his sovereign; and was also presented with the freedom of the city of London in a gold box.”

* In the council-chamber of the hall in the market-place at Norwich, is erected the following device, a memorial of the glorious action of the 14th of February, 1797. An anchor, to which are suspended a yard and sail, supposed to have been shot away in action; on the latter is inscribed: “The sword of the Spanish admiral Don Xavier Winthuyzen, who died of the wounds he received in an engagement with the British fleet under the command of Admiral Earl of St. Vincent, 14th February, 1797, which ended in the most brilliant victory ever obtained by this country over the enemy at sea, wherein the heroic valour and cool determined courage of Rear-admiral Sir Horatio Nelson, K. B. had ample scope for their display. He being a native of Norfolk, honoured the city by presenting this sword surrendered to him in that ac-

In the preceding account, the colonel, it must in justice be owned, pays the most grateful tribute to the personal bravery and gallantry of the commodore, but does not enter sufficiently into a description, and that, certainly, necessary eulogium on the splendid display of his abilities, without which, on so trying an occasion, the most consummate gallantry in the universe, even though it had been possible for it to have exceeded that of the commodore himself, would have proved but of little avail. With all that promptitude which is the certain characteristic of a great and active mind, he found the bold manœuvre, executed by order of the commander in chief, would fail in its effect, unless the most decisive measures were adopted to prevent the reunion of the main body of the fleet with those ships from which the Spanish admiral had been separated. The moment was awful; for, glorious as the opportunity might be, any failure in the measure taken by the commodore might have been productive of mischief to his friends, and the most serious injury to his country. He felt, however, the magnitude of

tion." From the flukes of the anchor the sword is suspended; underneath is the coat of arms of Sir Horatio Nelson, which was given to him by the king. The crest is the stern of a man of war, and the supporters a sailor bearing a British lion, trampling on the Spanish colours. The motto, "Faith and works." The whole is neatly executed by Mr. Windham of that city.

his own powers; and in the full consciousness of that magnitude, he seized the crown of victory, which Providence herself appears to have destined he should wear. It is not a little remarkable that each of the triumphs obtained by this noble person over the foes to his country, has rested entirely on the exertions of his own abilities, and strength of mind, without being indebted in the slightest degree, to any of those fortuitous circumstances, which have at different periods decided the fate of battles, and of nations. By the rapidity of his conception, and the celerity with which he carried it into execution on the present occasion, the world was taught a lesson, which, before that day, would have been considered romantic and ridiculous, that the presence of one man may supply the deficiency of thousands, and render the event of battle at least doubtful, against the most fearful odds.

In contests between armies, such occurrences are neither, perhaps, new, nor uncommon. The march of battalions, regulated with more certainty, and easily applicable, with the most correct exactness, to the execution of any measure which the abilities of a great and consummate general may have contrived, have rendered the operations and success of an army in a great measure reducible to certain principles, so that science may, without its becoming a matter of

wonder, be the arbiter of contest. In naval encounters the case was ever considered as widely different. To contend against an enemy so manifestly superior, would have been considered; in the general acceptance of the world, an act, of the most unpardonable rashness, if not of madness itself. It was the lot of Lord Nelson to prove to that world, that such an opinion was erroneous; that the duties of a naval commander consisted not merely in ranging his fleet in a regular line, or even in placing his ship on the bow or quarter of his antagonist; that the cold system of regular tactics, till then almost in invariable use, and from which it was considered a crime of the highest magnitude, even for a moment, to depart, was an insult to the understanding of naval commanders, by imputing to them a want of ability to contrive, or a power to execute measures similar to those, which, when applied to military operations, had frequently conferred victory on the weak.

It will not, however, be improper to remark in this place, what infinitely superior energies are indispensably required in the mind of a naval commander beyond those of the man who may be placed at the head of the most extensive armies. The general, surrounded by the ablest men he can select, aided by the completest information as to every particular, that can strengthen his mind or assist his judgment,

invariably attendant on naval contests, can in one instant contrive, and on the next moment execute a measure that the host of his antagonists, a circumstance which future ages might almost deem fabulous, were unable to baffle, or extricate themselves from the effects of. In fine, the conception was great, the execution noble, and the event glorious.

In the volume of the Naval Chronicle, which we have before quoted, are inserted several extracts from letters written by his lordship; they convey too forcible a trait of his character, to warrant their omission.

“Irresistible, off Lagos Bay.

“My dear Sir,

March 16, 1797.

“Your letter of November 30th, by the Aurora, I only received the beginning of this month, before I left Lisbon.

“I am here looking out for the Viceroy of Mexico, with three sail of the line, and hope to meet him. Two first-rates and a seventy-four are with him, but the larger the ships the better the mark.

“The Spanish fleet is in Cadiz, the officers hooted and pelted by the mobility. Their first report was, the action happening in a foggy day, when the fog cleared up they only saw fifteen sail of the line, therefore concluded at least five of ours were sunk in the action. My usual good fortune attended me, which I know will give you, amongst my other friends, satisfaction. Believe me,

“Your most faithful humble servant,

“HORATIO NELSON.”

“Captain, off Cadiz, April 10, 1797.

“My dear Sir,

“Many thanks for your most kind congratulations on our

late success ; but I hope soon the good people of England will have something else to talk about, more recent victories ; for if our ships are but carried close enough by the officers, I will answer for a British fleet being always successful.

“ The Spaniards threaten us they will come out and take their revenge ; the sooner the better : but I will not believe it till I see it ; and if they do, what will the mines of Mexico and Peru signify, compared with the honour I doubt not we shall gain by fighting any angry Don. *They will have thirty sail of the line ; we twenty, or twenty-two ;* but I fear we shall have a peace before they are ready to come out.

“ Believe me, dear sir,

“ Your much obliged

“ HORATIO NELSON.”

“ My dear Sir,

“ Theseus, June 1st, 1797.”

“ We are off Cadiz, with a greater inferiority than before. I am barely out of shot of a Spanish rear-admiral. We have every day flags of truce. The Dons hope for peace, but must soon fight us if the war goes on. I wish it all over, for I cannot fag much longer.

“ Believe me, my dear sir,

“ Your obliged and faithful friend,

“ HORATIO NELSON.”

“ P. S. Samuel Hood is gone I hope to get riches—sure to get honour.”

It has been frequently remarked, that epistolary correspondence, particularly that which is of a private nature, is the best criterion by which we can judge of the undisguised sentiments of a man, and the most certain index of the natural bent of his mind. To the preceding letters, a myriad equally interesting, might be added, provided any additional proof of the spirit and genuine habits of thinking possessed by the noble writer were wanting. They are inserted without the slightest alteration ; those

nying Sir Horatio as a volunteer. His own inherent courage appeared to have even exceeded his former display of greatness; and the event of which we are treating, rises as another proof how absolutely necessary it is for a naval commander, to possess the most exalted personal prowess, as well as the most consummate abilities of the mind. The Spaniard, confiding in his superior numbers, shrunk not from the contest; and the crews of both vessels, headed by their respective commanders, fought for a considerable time hand to hand. John Sykes, his coxswain, whom the rear-admiral so gratefully and affectionately distinguished in his short account of the action of the 14th of February, was wounded in the act of defending his person; and is reported to have actually preserved his truly valuable life in two different instances, by parrying several furious strokes that were aimed at him, and mortally wounding the assailants. Thus was the person of Sir Horatio, though repeatedly in the most imminent danger, preserved under Providence by his own gallantry, aided by that of the brave, and generous fellows whom he commanded: the conquest of the enemy was at length effected, and the proud superiority of Englishmen, was never perhaps displayed in more glowing colours. The Spaniards fought with a fury bordering almost on desperation; nor did resistance cease, until eighteen of them were killed, and all that remained, including the Spanish commander himself, severely wounded. The eulogium bestowed on his conduct on this occasion by

the Earl St. Vincent, his commander in chief, was simple and appropriate. "The rear-admiral," says his lordship, "who is always present in the most arduous enterprizes, with the assistance of some other barges, boarded and carried two of the enemy's gun-boats, and a large launch belonging to one of their ships of war, with the commandant of the flotilla. *Rear-Admiral Nelson's actions speak for themselves; any praise of mine would fall very short of his merit.*"

The encounter last mentioned took place on the 3d of July, and in two nights afterwards, a repetition of the attack was made in a more tremendous form, under the direction of Sir Horatio, on the city of Cadiz itself, and the shipping in the harbour. The bomb-vessels ranged under his direction took their proper stations, and began their truly terrific warfare. The town itself, together with the shipping, received considerable damage; and, as is customary in all attacks of that desultory, though dreadful nature, the vessels having expended their allotted portion of shells, retired with the consolation of having materially annoyed the warlike preparations of the enemy, without having themselves sustained either injury, or inconvenience.

In a few days after these skirmishes, which derived the most deserved celebrity, from the circumstances which attended them, Sir Horatio was detached with three ships of the line, the *Theseus*, the *Culloden*, and the *Zealous*; the *Leander* of fifty guns, with the *Terpsichore*, the *Emerald*, the *Sea-horse* frigates, and the *Fox* cutter, having on board

was considered as a sufficient body of troops for the purpose, to make an attack on the town of Santa Cruz, the capital of the isle of Teneriffe. The most prudent, and at the same time the most spirited measures, were immediately adopted with regard to the attack; the boats of the squadron were manned, and the troops put on shore. Notwithstanding the darkness of the night, and the considerable swell even on the shore, the landing was effected in good order; so that if ability joined to gallantry could have commanded success, it would certainly have attended, in its fullest extent, this enterprise. It proved, however, to have been undertaken in consequence of a very erroneous representation of the force, in which the enemy were; and was rendered abortive merely by the great disparity in point of numbers, which existed between the assailants, and the defenders. Thus circumstanced, the British troops, after having been for the space of seven hours in possession of the town of Santa Cruz, finding it impossible to make themselves masters of the citadel, began to retreat. The Spaniards, rejoiced at being freed from invaders, whose courage, inferior as they were in numbers, to themselves, appeared still dreadful, and were glad to consent they should retire unmolested, rather than drive them to despair*. Thus ended an expedition, which might be deemed

* In that excellent publication, the *Naval Chronicle*, to which we have before alluded, and to which we find ourselves infinitely indebted for many interesting particulars, the annexed are given, in the account of this attack, and its con-

a fatal one to Britain, having cost her the lives of nearly two hundred brave officers and seamen, killed

sequences. The rear-admiral, on his arrival before the town, lost no time in directing a thousand men, including marines, to be prepared for landing from the ships, under the direction of the brave Captain Troubridge, since created, for his distinguished services, a baronet, of his Majesty's ship the *Culloden*, and Captains Hood, Thompson, Freemantle, Bowen, Miller, and Waller, who very handsomely volunteered their services. The boats of the squadron were accordingly manned, and the landing was effected in the course of a dark night. The party were in full possession of the town of Santa Cruz for about seven hours. Finding it impracticable to storm the citadel, they prepared for their retreat; which the Spaniards allowed them to do unmolested, agreeable to the stipulations made with Captain Troubridge. Although this enterprise did not succeed, his majesty's arms acquired by the attempt a great degree of lustre; and, as the rear-admiral himself handsomely expresses it in his letter to Earl St. Vincent, "more daring intrepidity never was shewn than by the captains, officers, and men he had the honour to command." Sir Horatio Nelson in this attack lost his right arm by a cannon shot; the same night it was amputated on board the *Theseus*, when he immediately began his official letter, and finished it by eleven. No less than two hundred and forty-six gallant officers, marines, and seamen, were killed, wounded, and drowned.

The life of Sir Horatio Nelson was providentially saved by Lieutenant Nesbit, his son-in-law, on this disastrous night. The admiral received his wound soon after the detachment had landed; and while they were pressing on with the usual ardour of British seamen, the shock caused him to fall to the ground, where for some minutes he was left to himself, until Mr. Nesbit, missing him, had the presence of mind to return; when, after some search in the dark, he at length found his brave father-in-law weltering in his blood on the ground, with his arm shattered, and himself apparently lifeless. Lieu-

or drowned, many grievously wounded. Among the latter was the Rear-Admiral himself, who had the misfortune to lose his right arm by a cannon shot. He was carried on board the *Theseus*, where amputation was immediately performed. In the very great hurry and confusion, which unavoidably prevailed at the time of the operation, some mistake was made in taking up one of the arteries, in consequence of which the Admiral suffered the most excruciating torture for several months. He returned to England in a frigate, for the necessary recovery of his health, immediately after the failure of the expedition, and was, as a natural consequence, re-

tenant Nesbit, having immediately applied his neck handkerchief as a tourniquet to the admiral's arm, carried him on his back to the beach, where, with the assistance of some sailors, he conveyed him into one of the boats, and put off to the *Theseus*, under a tremendous, though ill-directed, fire from the enemy's battery. The next day, after the rear-admiral had lost his arm, he wrote to Lady Nelson, and in narrating the foregoing transaction, says, "I know it will add much to your pleasure, in finding that your son Josiah, under God's providence, was instrumental in saving my life."

It was the 13th of December before the surgeons, who attended him, pronounced him fit for service. On Sir Horatio Nelson's first appearance at court, his sovereign received him in the most gracious and tender manner; and when, with deep sensibility of condolence, the King expressed his sorrow at the loss the noble admiral had sustained, and at his impaired state of health, which might deprive the country of his future services, Sir Horatio replied with dignified emphasis, "May it please your Majesty, I can never think that a loss which the performance of my duty has occasioned; and so long as I have a foot to stand on I will contest for my King and country."

ceived by all ranks of people with the most consoling regard and attention. In the month of October, a pension of one thousand pounds a year was granted him, as a recompence for the serious injury he had so lately experienced ; but, as has been elsewhere, justly, remarked, it was considered but a trivial remuneration for a life passed in one, almost uninterrupted, scene of danger, hardship, enterprize, and service.*

The moment his health was so far restored as

* It being the customary etiquette, that, before the issue of the grant conferring the pension, the person on whom it is intended to be bestowed shall present a memorial to the sovereign, stating the grounds on which such pension is applied for ; the following was given in by Sir Horatio, and is, with the greatest propriety, inserted here, as giving a brief account of the different services in which he had been engaged, previous to that time.

To the KING'S Most Excellent Majesty.

The Memorial of Sir Horatio Nelson, K. B. and a Rear-Admiral in your Majesty's Fleet.

That, during the present war, your memorialist has been in four actions with the fleets of the enemy, viz. on the 13th and 14th of March, 1795 ; on the 13th of July, 1795, and on the 14th of February, 1797 ; in three actions in boats, employed in cutting out of harbours, in destroying vessels, and in taking three towns. Your memorialist has also served on shore, with the army, four months, and commanded the batteries at the sieges of Bastia and Calvi : That during the war he has assisted at the capture of seven sail of the line, six frigates, four corvettes, and eleven privateers of different sizes, and taken and destroyed near fifty sail of merchant vessels ; and your memorialist has actually been engaged against the enemy upwards of *one hundred and twenty times*, in which service your memorialist has lost his right eye and arm, and been

to render him capable of undertaking a command, he was ordered to re-hoist his flag, and proceed again to the Mediterranean. This he did on the 19th of December, on board the Vanguard. Some weeks necessarily elapsed before that ship was properly equipped for the voyage; and the subsequent delays, occasioned by contrary winds, and the convoy which he had under his charge, caused it to be the 29th of April before he was able to join the Earl St. Vincent, the commander in chief off Cadiz. On the very day ensuing, he was detached with three ships of the line, two frigates, and a sloop of war, to watch the motions of a very formidable French armament, in the equipment of which the greatest exertions had been made, as the last, and mere gasping hopes of a desperate cause.

It has been frequently urged, that the British nation owes the highest obligation to the noble Earl, on the mere account of appointing his lordship to this command. The fact no one will venture to dispute; but the generality of people do not seem perfectly aware of the extent of that honour, which they owe him on the occasion in question. Grieving for the depravity of human nature, we cannot but lament that gratitude is among the least prevalent of human affections.

severely wounded and bruised in his body; all of which services and wounds your memorialist most humbly submits to your majesty's most gracious consideration.

Oct. 1797.

(Signed)

NELSON

His lordship convinced the world the lofty sentiments of his mind were superior to its baseness and degeneracy. His duty, as commander in chief, peremptorily required him to make choice, on every exigency of service, of those men, whom he thought most fit to execute it. The rigid rules of the service opposed, however, such a choice, and to no other cause can we impute his deviation from those rules, save that of gratitude: gratitude for having been the humble means of gaining a victory, on account of which his lordship wore the laurels.

The annals of history furnish no example equally grand in its detail, and its conclusion. If we should not incur in these enlightened days the charge of superstition on the occasion, we should say, on reviewing the detail of his voyage, that the noble admiral appeared commissioned by some superior agency, to effect the destruction of an armament which had threatened the most ruinous consequences to his country. The cause of our admiration we must confess is not new; we know not which most to admire, the ability of his mind, or the gallantry of his personal behaviour. These speak for themselves, and the subjoined narrative of the leading transactions of the voyage, carefully drawn up by a very eminent literary character, from the minutes of an officer, who held a very high and pre-eminent station in the squadron, may, notwithstanding its having been already presented to public view, very properly supply the place of any garbled detail that could be formed on the occasion.

The disappointments and difficulties his lordship had to encounter previous to his obtaining authentic information that the fleet of the enemy had shaped its course towards Egypt, are thus related.

Sir Horatio Nelson had been detached by Earl St Vincent, into the Mediterranean, with the Vanguard of seventy four guns, the rear admiral's flag ship, the Orion and Alexander, of seventy-four guns each, the Emerald and Terpsichore frigates, and La Bonne Citoyenne sloop of war. The squadron sailed from Gibraltar on the 9th of May, but experienced nothing material till the 22d, when, being in the Gulf of Lyons, at two A M a most violent squall of wind took the Vanguard, which carried away her top-masts, and at last her fore-mast. The other ships experienced the fury of the gale, but not in the same degree as the Vanguard, a greater proportion of the storm having fallen on that ship. The three line of battle ships lost sight of the frigates on the same day, and at the moment of the misfortune which befel the Vanguard, the British squadron was not many leagues distant from the French fleet, under Buonaparte, which had on that very day set sail from Toulon.

The squadron bore up for Sardinia, the Alexander taking the Vanguard in tow, and the Orion looking out a-head to endeavour to get a pilot, for the purpose of gaining St Pierre's road. On the 24th they reached that anchorage, where they were in hopes of meeting with a friendly reception, which their distresses seemed to demand from a neutral power. The governor of St Pierre however, had orders from the French not to admit any British ship. But their utmost hostility could not prevent the admiral from anchoring in the road. The resources which British seamen always have among themselves, availed them much upon this occasion. Captain Berry, with the very able assistance he received from Sir James Saumarez and Captain Hall, was enabled to equip the Vanguard with a jury fore-mast, jury main and mizen top masts, and to fitch the lower rig which was sprung in many places, and on the fourth day from their anchoring in St Pierre's road, they again put to

sea, with top-gallant yards across. It is, however, proper to observe, that although the governor of St. Pierre, in consequence of peremptory orders from the French, denied the squadron a public reception, yet he privately acted in a friendly manner, giving it in an underhand way every assistance in his power.

The admiral, eager to execute the orders which he had received, did not think of sailing to Naples or any other port, where he could have received the most open and friendly assistance in getting the ship properly refitted, which her condition evidently required, but immediately steered for his appointed rendezvous, nor did he ever express the smallest intention of shifting his flag to either of the other ships, which to many officers the peculiar circumstance of his own might have seemed to have rendered desirable. The admiral, and officers of the Vanguard, indeed, had the happiness to find, that the ship sailed and worked as well as the other ships, notwithstanding her apparently crippled condition. The squadron reached the rendezvous on the 4th of June, and on the following day was joined by La Mutine, Captain Hardy, who was charged with orders to the admiral, and who brought the highly acceptable intelligence, that Captain Troubridge had been detached with ten sail of the line, and a fifty-gun ship, to reinforce him. The knowledge of this, diffused universal joy throughout the little squadron, and the admiral observed to Captain Berry, that he should then be a match for any hostile fleet in the Mediterranean, and his only desire would be to encounter one.

On the 6th of June the squadron was spread, anxiously looking out for the expected reinforcement. By a vessel spoke with that day, they were informed, that several sail then in sight were Spanish ships, richly laden: but prize-money was not the object of the admiral; all selfish consideration was absorbed in his great mind, by that of the honour and interests of his country, and his attention and anxiety were solely engrossed by his desire to meet his promised reinforcement, that he might pursue the enemy, of the sailing of whom from Toulon he had certain intelligence. The Alexander, being on the

look-out, stopped one of these ships; but finding she had on board eighty or ninety priests, driven by the French persecutions and cruelties from Rome, he thought it would be an act of humanity to permit the ship to pursue her voyage, and he accordingly released her, and rejoined the admiral, bringing with him a few volunteers from the Spanish vessel, chiefly Genoese, who were desirous of the honour of serving in the British fleet, expressing at the same time their detestation and resentment at the ill usage which they had experienced from the French.

On the 8th at noon they had the happiness to discover from the mast head ten sail, and it was not long before they were recognized to be British ships of war standing upon a wind in close line of battle, with all sails set. Private signals were exchanged; and before sun-set the so much wished-for junction was formed—an event that was much facilitated by the great professional ability, judgment, and zeal of Captain Troubridge. The admiral had received no instructions what course he was now to steer, nor any certain information respecting the destination of the enemy's fleet; he was left therefore entirely to his own judgment. He had the happiness however to find that to the captains of his squadron, he had no necessity to give directions for being in constant readiness for battle. On this point their zeal anticipated his utmost wishes, for the decks of all the ships were perfectly clear night and day, and every man was ready to start to his post at a moment's notice. It was a great satisfaction to him likewise, to perceive that the men of all the ships were daily exercised at the great guns and small arms, and that every thing was in the best state of preparation for actual service. The admiral knew that the enemy had sailed with a N.W. wind, which naturally led him to conclude that their course was up the Mediterranean. He sent the *La Mutine* to Civita Vecchia, and along the Roman coast, to gain intelligence, and steered with the fleet for Corica, which he reached on the 12th of June. Several vessels had been spoken with on their passage thither; but no intelligence whatever had been obtained from them. He continued his course on the 13th between Corica and Elba, at 1

between Planosa and Elba, through the latter of which passages large ships, or fleets had not been accustomed to pass. They made the Roman coast, and were rejoined by *La Mutine*, without gaining any intelligence, notwithstanding the active exertions of Captain Hardy. The admiral now determined to steer towards Naples, in the hope of some satisfactory information. It had been reported that the plundering of Algiers was the object of the French armament; but this account was too vague to warrant the admiral in implicitly adopting it. They saw Mount Vesuvius on the 16th, and detached Captain Troubridge in the *La Mutine* to obtain what information he could from Sir William Hamilton. He returned with a report only, that the enemy were gone towards Malta. The admiral now lamented that even a day had been lost by visiting the Bay of Naples, and determined by the shortest cut to make the Faro di Messina, which the fleet passed through on the 20th, with a fair wind. The joy with which the Sicilians hailed our squadron, when it was discovered by them to be British, gave the most sincere satisfaction to every one on board of it. A vast number of boats came off, and rowed round it with the loudest congratulations, and the sincerest exultation, as they had been apprehensive that the French fleet was destined to act against them after the capture of Malta. Here intelligence was gained from the British consul, that Malta had actually surrendered. The admiral had now hopes of being able to attack the enemy's fleet at Goza, where it was reported they were anchored, and he immediately formed a plan for that purpose.

The fleet now steered with a press of sail for Malta, with a fresh breeze at N.W. On the 22d of June, *La Mutine*, at day-break in the morning, spoke a Genoese brig from Malta, which gave intelligence that the French had sailed from thence on the 18th, with a fresh gale at N.W. The admiral was not long in determining what course he should take, and made the signal to bear up, and steer to the S. E. with all possible sail. At this time they had no certain means of ascertaining that the enemy were not bound up the Adriatic. From the day they bore up, till the 29th of June, only three vessels were spoken

with, two of which had come from Alexandria, and had not seen any thing of the enemy's fleet; the other had come from the Archipelago, and had likewise seen nothing of them. This day the Pharos tower of Alexandria was seen, and the fleet continued wearing the land with a press of sail, till the whole of it had a distinct view of both harbours, and to the general surprise and disappointment of all, not a French ship was to be seen in either. The *La Moline* communicated with the governor of Alexandria who was as much surprised at seeing a British squadron there, as he was at the intelligence that the French fleet was probably on its passage thither.

It now became the subject of deep and anxious deliberation with the admiral, what could possibly have been the course of the enemy, and what their ultimate destination. His anxious and active mind, however, would not permit him to rest a moment in the same place, he therefore shaped his course to the northward for the coast of Caramania, in order to reach as quickly as possible some quarter where information could most probably be obtained, as well as to supply his ships with water, of which they began to run short. On the 4th of July he made that coast, steering along the south side of Candia, and carrying a press of sail both night and day with a contrary wind, he came on the 16th in sight of the island of Sicily, and determined to enter the port of Syracuse. With this harbour no person in the fleet was acquainted; but by the skill and judgment of the officers, every ship got safely in, and immediately proceeded to get in water and other necessaries, with all possible expedition. This was the first opportunity that the *Vanguard* had of receiving water on board from the 9th of May, so that not only the stock of that ship, but of several others of the squadron, was very nearly exhausted. Although there was no proper or regular water-place, yet the great exertions of the officers and men enabled them to complete this necessary service in five days; and on the 21st, the whole squadron were in a condition to put to sea, which they accordingly did with the greatest promptitude.

While at Syracuse, they received several

vague accounts that the enemy's fleet had not been seen in the Archipelago, nor the Adriatic, neither had they gone down the Mediterranean. The conclusion then seemed to be, that the coast of Egypt was still the object of their destination; therefore, neither the former disappointments, nor the many hardships they had endured from the heat of the climate, though still about to follow an uncertain pursuit, could deter the admiral from steering to that point where there was the smallest prospect of finding the enemy. Now that it is ascertained by events, that Alexandria was the object of the enemy, it may appear strange that they should have been missed by the English squadron, both in its passage thither, and on its return to Syracuse; but it appears that the French steered a direct course for Candia, by which they made an angular passage towards Alexandria, whilst the British Admiral steered a direct course for the latter place, without making the former at all, by which the distance was of course very considerably shortened. The smallness of his squadron made it necessary to sail in close order, and therefore the space which it covered was very limited; and as the admiral had no frigates that he could have detached upon the look out, added to the haze of the atmosphere in that climate, the chance of descrying the enemy was very much circumscribed. The distance likewise between Candia and the Barbary coast, about thirty-five leagues,

leaves very sufficient space for more than two of the largest fleets to pass without mutual observation, particularly under the circumstances just described. On the return of the squadron to Syracuse, the circumstance of its having steered up to the northward, while the enemy kept a southern coast for Alexandria, makes it obvious that the chance of the admiral's falling in with them, was still less than before. It has been already observed that on the 25th of July the English squadron left Syracuse, still without any positive information respecting the enemy; but it occurred to the admiral, that some authentic intelligence might be obtained in the Morea. He steered therefore for that coast, and made the gulph of Coron on the 28th. Captain Troubridge was again employed on the important service of obtaining intelligence, and was dispatched in the Culloden into Coron, off which place, by the great exertions of that able officer, the fleet was not detained above three hours. He returned with the information from the Turkish governor, that the enemy had been seen steering to the south east, from Candia about four weeks before. Captain Troubridge had also the satisfaction of observing, during his very hurried visit at Coron, that the inhabitants there entertained the most serious apprehensions from the French armament, and the most perfect detestation against that people.

“ Upon the information obtained by Captain

Troubridge, the admiral determined again to visit Alexandria, and carried all sail, steering for that place, which he had the pleasure to descry on the 1st of August, at noon ; but not as before, it now appearing full of vessels of various kinds, and he had soon the satisfaction of perceiving the French flag flying on board some of the ships. The utmost joy seemed to animate every breast on board the squadron, at sight of the enemy ; and the pleasure which the admiral himself felt, was, perhaps, more heightened than that of any other man, as he had now a certainty by which he could regulate his future operations.

“ The admiral had, and it appeared most justly, the highest opinion of, and placed the firmest reliance on the valour and conduct of every captain in his squadron. It was his practice during the whole of his cruise, whenever the weather and circumstances would permit, to have his captains on board the Vanguard, where he would fully develop to them his own ideas of the different, and best modes of attack, and such plans as he proposed to execute upon falling in with the enemy, whatever their position, or situation might be, by night, or by day. There was no possible position in which they could be found, that he did not take into his calculation, and for the most advantageous attack of which, he had not digested and arranged the best possible disposition of the force which he commanded ; with the masterly ideas of

their admiral, therefore, on the subject of naval tactics, every one of the captains of his squadron was most thoroughly acquainted; and upon surveying the situation of the enemy, they could ascertain with precision, what were the ideas and intention of their commander, without the aid of any further instructions: by which means signals became almost unnecessary, much time was saved, and the attention of every captain, could almost undistractedly be paid to the conduct of his own particular ship, a circumstance from which, upon this occasion, the advantages to the general service were almost incalculable. It cannot here be thought irrelevant, to give some idea of what were the plans which Admiral Nelson had formed, and which he explained to his captains with such perspicuity, as to render his ideas completely their own. To the naval service, at least, they must prove not only interesting, but useful.

“ Had he fallen in with the French fleet at sea, that he might make the best impression upon any part of it that should appear the most vulnerable, or the most eligible for the attack, he divided his force into three sub-squadrons, namely,

Vanguard	Orion	Culloden
Mirotaur	Goliath	Thetis
Leander	Majestic	Alexander
Audacious	Bellerophon.	Swiftsure,
Defence		
Zealous.		

Two of these sub-squadrons were to attack the ships of war, while the third was to pursue the transports, and to sink and destroy as many as it could.

“ The destination of the French armament was involved in doubt and uncertainty ; but it forcibly struck the admiral, that, as it was commanded by the man whom the French had dignified with the title of Conqueror of Italy, and as he had with him a very large body of troops, an expedition had been planned, which the land force might execute without the aid of their fleet, should the transports be permitted to make their escape, and reach in safety their place of rendezvous ; it therefore became a material consideration with the admiral, so to arrange his force, as at once to engage the whole attention of their ships of war, and at the same time to annoy and injure their convoy. It will be fully admitted from the subsequent information which has been received upon the subject, that the ideas of the admiral, upon this occasion, were perfectly just, and that the plan which he had arranged was the most likely to frustrate the designs of the enemy. It is almost unnecessary to explain his projected mode of attack at anchor, as that was minutely and precisely executed in the action which we now come to describe. These plans, however, were formed two months before an opportunity presented itself of executing any of them, and the advantage now was, that they were

familiar to the understanding of every captain in the fleet.

“ It has been already mentioned that the Pharos of Alexandria was seen at noon, on the first of August. The Alexander and Swiftsure had been detached a-head, on the preceding evening, to reconnoitre the ports of Alexandria, while the main body of the squadron kept in the offing. The enemy's fleet was first discovered by the Zealous, Captain Hood, who immediately communicated, by signal, the number of ships, sixteen, lying at anchor in a line of battle, in a bay, upon the larboard-bow, which was afterwards found to be Aboukir bay. The admiral hoisted his wind that instant, a movement which was immediately observed and followed by the whole squadron; and at the same time he recalled the Alexander and Swiftsure. The wind was at this time N. N. W. and blew what seamen call a topgallant-breeze; it was necessary to take in the royals to haul up on a wind. The admiral made the signal to prepare for battle, and that it was his intention to attack the enemy's van and centre as they lay at anchor. His idea, in this disposition of his force, was, first to secure the victory, and then to make the most of it as circumstances might permit. A lower cable of each ship was immediately got out abaft, and bent forward. He continued carrying sail, and standing in for the enemy's fleet in a close line of battle. As all the officers of the squadron were

totally unacquainted with Aboukir bay, each ship kept sounding as she stood in. The enemy appeared to be moored in a strong and compact line of battle, close in with the shore, their line describing an obtuse angle in its form, flanked by numerous gun-boats, four frigates, and a battery of guns and mortars on an island in their van. The situation of the enemy seemed to secure to them the most decided advantages, as they had nothing to attend to but their artillery, in their superior skill in the use of which the French so much pride themselves, and to which indeed their splendid series of land victories is in general chiefly to be imputed.

“ The position of the enemy presented the most formidable obstacles ; but the admiral viewed these with the eye of a seaman determined on attack, and it instantly struck his eager and penetrating mind, *that where there was room for an enemy's ship to swing, there was room for one of ours to anchor*. No further signals were necessary than those which had already been made. The admiral's designs were as fully known to his whole squadron, as was his determination to conquer, or perish in the attempt. The Goliah and Zealous had the honour to lead inside, and to receive the first fire from the van ships of the enemy, as well as from the batteries and gun-boats with which their van was strengthened; these two ships, with the Orion, Audacious, and Theseus, took their stations inside

the enemy's line, and were immediately in close action; the Vanguard anchored the first on the outer side of the enemy, and was opposed within half pistol-shot to *Le Spartiate*, the third in the enemy's line. In standing in, the leading ships were unavoidably obliged to receive into their bows the whole fire of the broadsides of the French line, until they could take their respective stations: and it is but justice to observe, that the enemy received them with great firmness and deliberation, no colours having been hoisted on either side, nor a gun fired, till the van ships were within half gunshot. At this time the necessary number of our men were employed aloft, unfurling sails, and on deck, in hauling the braces, and other necessary duties preparatory to our casting anchor. As soon as this placed, a most animated fire was opened from the Vanguard, which ship covered the approach of those in the rear, which were following in a close line. The *Minotaur*, *Defence*, *Bellerophon*, *Majestic*, *Swiftsure*, and *Alexander* came in succession, and passing within hail of the Vanguard, took their respective stations opposed to the enemy's line. All our ships anchored by the stern, by which means the British line became inverted from van to rear. Captain Thompson, of the *Leander* of fifty guns, with a degree of judgment highly honourable to his professional character, advanced towards the enemy's line on the outside, and most judiciously dropped his anchor

athwart the hause of *Le Franklin*, raking her with great success—the shot from the *Leander's* broadside, which passed that ship, all striking the *L'Orient*, the flag-ship of the commander in chief.

“ The action commenced at sun-set, which was at thirty-one minutes past six P. M. with an ardour and vigour scarcely possible to describe ; at about seven o'clock total darkness had come on, but the whole hemisphere was, at intervals, illuminated by the fire of the hostile fleets. The English ships, when darkness came on, had all hoisted their distinguishing lights, by a signal from the admiral. The van ship of the enemy, *Le Guerrier*, was di-masted in less than twelve minutes; and in ten after, the second ship, *Le Conquerant*, and the third *Le Spartiate*, very nearly at the same moment shared the same fate ; the *L'Aquilon*, and *Le Souverain Peuple*, the fourth and fifth ships of the enemy's line, were taken possession of by the British at half past eight in the evening. Captain Berry, at that hour, sent Lieutenant *Galway* of the *Vanguard*, with a party of marines to take possession of the *Spartiate*, and that officer returned by the boat, the French captain's sword, which Captain Berry immediately delivered to the admiral, who was then below in consequence of the severe wound which he had received in the head during the heat of the attack.”

The very great effusion of blood which instantly flowed from the wound, rendered the supposition that it might prove mortal more than probable; and had it not been for his Captain, now Sir Edward Berry, who stood near, he must, owing to the violence of the shock occasioned by the blow, have fallen on the deck; but Captain Berry was fortunate enough to save him from that additional disaster, which might possibly have been extremely injurious to him, by catching him in his arms. He immediately caused him to be conveyed to the cock-pit. Nothing could exceed the distress and anxiety that appeared depicted on every countenance, to whom the fatal intelligence was made known. Though the battle raged with the utmost fury, and the shot flew thick all around, the tempest of destruction seemed disregarded, and solicitude, not for their own lives, but for that of their gallant leader, seemed alone to occupy the minds of the crew. The accident, however, instead of repressing, seemed rather to excite their courage and influence their minds with redoubled fury against the foe: as if animated by one spirit, all seemed determined to revenge the fall of their much-loved hero. Can the human mind be sensible of a greater pleasure than must be experienced by an officer, whose invariable conduct has been such, as to inspire those whom he has under his command with such sentiments, that can rouse them to exertions, for his protection, which seem

almost above the capability of human nature to display? To obtain the love of those whom they command, is a no less essential duty of officers than to enforce obedience, and those who are happy enough to effect this grand point, will always, particularly in the hour of common danger, experience the most beneficial effects from it. Kindness and discipline are by no means incompatible. Such were the sentiments of the gallant Hero of the Nile, and such his invariable conduct. But to return to the subject more-immediately under our consideration. No sooner had Sir Horatio been conveyed below, than the surgeon, who at the time was employed in his profession with some of the wounded seamen, immediately hastened to attend him. The firmness of the admiral, who himself believed his end approaching, was here most conspicuous; and could any thing be requisite to throw an additional lustre on his character, his benevolent answer to the surgeon would alone be sufficient; "No," said he, with the greatest composure, "I will take my turn with my brave fellows." Supposing himself to be at the last extremity, he employed himself in delivering some confidential messages to his various friends, and more particularly one which he wished to be conveyed to Lady Nelson, by the chaplain.

Nor did he forget what he esteemed his duty; but as the last beneficial office he should be able to perform, he appointed Captain Hardy, of the *Mutine*, to be captain of the *Vanguard*.

He afterwards took a most affectionate leave of Captain Loois, who commanded the *Minotaur*, and who he had expressly sent for on board the *Vanguard*; that he might have the satisfaction of personally thanking him, for the assistance he had been the instrument of rendering the *Vanguard*, in the height of danger. "My dear Loois," said the admiral, "farewell! I shall never, if I survive, forget the obligation I am under to you. Whatever may become of me, my mind is at peace." Such were the sentiments that possessed the soul of this great man, when he thought himself hovering on the borders of eternity. To perform his duty to the last, and thank those from whom he thought he had received any services, afforded him the greatest of consolations.

The surgeon having, according to the express wish of Sir Horatio, paid every necessary attention to the wounded objects who had received their wounds prior to himself, now came forward to examine that of the admiral. A solemn silence pervaded the whole place, and every eye was fixed, with scrutinizing anxiety, to catch the first looks of the surgeon, after he had examined it. But what were the sensations that actuated every mind, when he declared that it was merely superficial, and of no dangerous consequence! Solemn grief was changed into a paroxysm of joy, and the glad tidings flew with rapidity through every part the ship. Nor is it, perhaps, too bold in us to

affirm, that the certainty of recovery did not give Sir Horatio greater pleasure than that which the unequivocal expressions of enthusiastic joy expressed by his companions afforded him.

To resume the narrative. “ At this time it appeared that victory had already declared in favour of the British ; for although the *L’Orient*, *L’Heureux*, and *Tonnant*, were not taken possession of, they were considered as completely in our power, which pleasing intelligence Captain Berry had likewise the satisfaction of communicating in person to the admiral. At ten minutes after nine, a fire was observed on board the *L’Orient*, the French admiral’s ship, which seemed to proceed from the after part of the cabin, and which increased with great rapidity, presently involving the whole of the after part of the ship in flames. This circumstance Captain Berry immediately communicated to the admiral, who, though suffering severely from his wound, came upon deck, where the first consideration that struck his mind, was concern for the danger of so many lives ; to save as many as possible of whom, he ordered Captain Berry to make every possible exertion. A boat, the only one that could swim, was instantly dispatched from the *Vanguard*, and other ships that were in a condition to do so immediately followed the example, by which means, from the best possible information, the lives of about seventy Frenchmen were saved. The light thrown by the fire of the *L’Orient* upon

her in the British line. The English force engaged consisted of twelve ships of seventy-four guns, and the *Leander* of fifty guns.

“From the over anxiety and zeal of Captain Troubridge to get into action, his ship, the *Culloden*, in standing in for the van of the enemy's line, unfortunatly grounded upon the tail of a shoal running off from the island, on which were the mortar and gun-batteries of the enemy; and, notwithstanding all the exertions of that able officer and ship's company, she could not be got off. This unfortunate circumstance was severely felt at the inomeat by the admiral and all the officers of the squadron, but their feelings were nothing compared to the anxiety and even anguish of mind which the captain of the *Culloden* himself experienced for so many eventful hours. There was but one consolation that could offer itself to him in the midst of the distresses of his situation; a feeble one it is true—that his ship served as a beacon for three other ships, namely, the *Alexander*, *Theseus*, and *Leander*, which were advancing with all possible sail set, close in his rear, and which otherwise might have experienced a similar misfortune, and thus in a greater proportion have weakened our force. It was not till the morning of the second, that the *Culloden* could be got off; and it was found she had suffered very considerable damage in her bottom; that her rudder was beat off, and the crew could hardly keep her afloat with

all her pumps going. The resources of Captain Troubridge's mind availed him much, and were admirably exerted upon this trying occasion. In four days he had a new rudder made upon his own deck, which was immediately shipped, and the Culloden was again in a state for actual service, though still very leaky. The admiral, knowing that the wounded of his own ships had been well taken care of, bent his first attention to those of the enemy. He established a truce with the commandant of Aboukir, and through him made a communication to the commandant of Alexandria, that it was his intention to allow all the wounded Frenchmen to be taken ashore to proper hospitals, with their own surgeons to attend them: a proposal which was assented to by the French, and which was carried into effect the following day. The activity and generous consideration of Captain Troubridge were again exerted at this time for the general good. He communicated with the shore, and had the address to procure a supply of fresh provisions, onions, and other necessaries, which were served out to the sick and wounded, and which proved of essential utility.

“ On the 2d the Arabs and Mamelukes, who during the battle had lined the shores of the bay, saw with transport that the victory was decisively on the part of the British, an event, in which they participated with an exultation almost equal to the victors; and on that, and the two following nights,

the whole coast and country were illuminated, as far as we could see, in celebration of the glorious event. This had a great effect upon the minds of the prisoners, as they conceived that this illumination was the consequence, not entirely of the success of the English fleet, but of some-signal advantage obtained by the Arabs and Mamelukes over Bonaparte. Although it is natural to suppose, that the time and attention of the admiral, and all the officers of his squadron, were very fully employed in repairing the damages sustained by their own ships, and in securing those of the enemy, which their valour had subdued, yet the mind of that great and good man, felt the strongest emotions of the most pious gratitude to the Supreme Being for the signal success, which, by the Divine favour, had crowned his endeavours in the cause of his country, and in consequence, on the morning of the second, he issued the following memorandum to the different captains of his squadron.

MEMORANDUM.

" Vanguard, off the Mouth of the Nile,
2d day of August, 1799.

" Almighty God having blessed his Majesty's arms with victory, the admiral intends returning public thanksgiving for the same at two o'clock this day, and he recommends every ship doing the same as soon as convenient.

" To the respective captains of the squadron.

" At two o'clock, accordingly on the day, public service was performed on the quarter-deck of the

Vanguard, by the Rev. Mr. Comyn, the other ships following the example of the admiral, though perhaps not all at the same time. This solemn act of gratitude to heaven seemed to make a very deep impression upon several of the prisoners, both officers and men, some of the former of whom remarked, "That it was no wonder such order and discipline was preserved in the British navy, when the minds of the men were impressed with such sentiments after a victory so great, and at a moment of such seeming confusion." On the same day the following memorandum was issued to all the ships, expressive of the admiral's sentiments of the noble exertions of the different officers and men of his squadron.

" Vanguard, off the Mouth of the Nile,
2d day of August, 1798.

" The admiral most heartily congratulates the captains, officers, seamen, and marines of the squadron he has the honour to command, on the event of the late action, and he desires they will accept his most sincere and cordial thanks for their very gallant behaviour in this glorious battle. It must strike forcibly every British seaman, how superior their conduct is, when in discipline and good order, to the riotous behaviour of lawless Frenchmen. The squadron may be assured, that the admiral will not fail in his dispatches to represent their truly meritorious conduct, in the strongest terms to the commander in chief.

" To the captains of the ships of the squadron.

" The praise expressed in this memorandum could not fail to be highly acceptable, and gratifying to every individual in the squadron; and the obser-

vation which it endeavoured to impress on the minds of all, by the striking advantages derived from discipline and good order, was so much the effect of recent experience, that every heart immediately assented to its justice.

“The benefit of this important truth will not, we trust, be confined to any particular branch of the English navy; the sentiment of the hero of the Nile must infuse itself into the heart of every British seaman, in whatever quarter of the globe he may be extending the glory and interests of his country, and will there produce the conviction, that courage alone will not lead him to conquest, without the aid and direction of exact discipline and order. Let those who desire to emulate (as every British seaman must), the glory acquired upon this signal occasion, pursue the same means, which principally led to its acquisition. Let them repose the most perfect reliance in the courage, judgment, and skill of their superior officers; and let them aid the designs of these by uniformly submissive obedience, and willing subordination; so shall the British navy continue to be the admiration of the world, till time shall be no more.

“Immediately after the action some Maltese, Genoese, and Spaniards, who had been serving on board the French fleet, offered their services to the English admiral, which were accepted, and they expressed the greatest happiness at thus being freed, as they themselves said, from the ty-

ranny and cruelty of the French. On the fourth day after the action, Captain Berry, of the Vanguard, sailed in the Leander of fifty guns, with the admiral's dispatches to the commander in chief, Earl St. Vincent, off Cadiz, containing intelligence of the glorious victory which he had obtained."*

Such is the plain and modest narrative of the greatest event, and the most brilliant triumph that had at that time ever occurred in the naval world; and ere we proceed farther, in placing before the public eye, even the official account of so interesting an epoch, it is incumbent on us to offer a few remarks on that stupendous prodigy of human intellect, which first suggested the means of achieving a victory, which might have been construed

* "Sir Horatio Nelson, as rear-admiral of the blue, carried the blue flag at the mizen; but from a standing order of Sir John Jervis, the commander in chief, the squadron wore the white, or St. George's ensign, in the action; and it is remarkable, that this occasioned the display of the cross upon the renowned and ancient coast of Egypt.

"A most animated fire was opened from the Vanguard, which ship covered the approach of those in the rear; in a few minutes, every man stationed at the first six guns in the fore part of the Vanguard's deck were all down, killed, or wounded; and one gun in particular was repeatedly cleared. Sir Horatio Nelson was so entirely resolved to conquer, or to perish in the attempt, that he led into action, with six ensigns, or flags, viz. : red, white, and blue, flying in different parts of the rigging; he could not even bear to reflect on the possibility of his colours being carried away by a random shot from the enemy," — NAV. CHRON. Vol. 3.

by the envions of the present day as accidental, or owing to the unfortunate chance of war, and by the superstition of a former age, as the effect of an interference miraculous and preternatural; had not the principles, on which he intended the action should be fought, and which were strictly carried into execution, been previously explained, with the minutest exactness and precision, to all the officers under his command, by the noble admiral himself, who contrived and arranged them.

Independant of the advantage derived by the nation from the defeat of the French at Aboukir, the pride of the country felt itself flattered, and its utmost energies raised in a way that could not fail of being exceedingly gratifying and advantageous to it. France had, through a series of years, and a succession of wars, boasted her pre-eminence in that peculiar mode of defence, which she was then called upon to make; she had plumed herself on the skill of her naval artillerists, and had the presumption to boast her own superiority, on all occasions, where such skill was particularly required. Here then was an event where it became strictly necessary; seamanship, maritime knowledge, and nautical skill, were all out of the question; and British sailors boasting no other gratification, in the science of gunnery, than the honest enthusiastic exertion of their own natural spirit and manual labour, were called upon to engage the pedantically scientific subjects of France, who affected to despise all practice that was not

founded on scholastic theory, and the most perfect knowledge of the doctrine of projectiles. Each ship was to be considered as a battery; and the principles of military attack seemed, as it were, transferred to a new element on this extraordinary occasion.

Every precaution, the strictest prudence, and the most deliberate judgment could suggest, had been taken to secure the fleet of France from the assaults of an enemy, in force inferior to itself; an inferiority considerably increased at the very instant of impending contest, by the misfortune which befel one of the finest ships in the British squadron;* a circumstance which, had the minds of the spirited assailants been capable of being affected by dismay, would in no small degree have depressed their ardour, and damped their hopes of success. The effect, however, which it produced, was only that of mutual regret; on one side, that so many of their brave companions should be deprived of participating in the pleasure of effectually humbling the enemies to their country; and on the other, of disappointment at being denied the satisfaction of lending their aid in so glorious a contest.

In vain was the position of the enemy rendered in idea additionally secure, by the erection of batteries, intended to protect the flank, and prevent any assailant from forcing a passage between the

* The Culloden, Captain Troubridge, the leading ship, which took the ground in going in.

head of the fleet and the Island of Bequieres, as if, possessed of prophecy, they had foreseen the intention of their gallant antagonists. Their best concerted measures were rendered in an instant vain and ineffectual; and the thunder of the British cannon, in a few minutes only, obtained a complete victory over the pedantic principles of pretended service; for although the extent of the ruin which was to befall the enemy could not be at that time strictly ascertained, fifteen minutes had scarcely elapsed from the firing of the first British cannon, ere success was certain, and it was established as a fact, not to be controverted, that nothing but the most instantaneous flight, could even at that early period of the encounter, have preserved a moiety of the French fleet, from falling into the hands of the British.

We trust it will not be considered arrogant and vain-glorious in this place to make a short digression from the present subject; a digression which we also hope may be the better pardoned, as it will enable us to examine with what success France herself managed an attack of the same nature, against a force scarcely equalling by one-third that which assailed it. The event we now allude to, is the attack made by the French fleet under the orders of the Count d'Estaing, on the small squadron commanded by Rear-admiral Barrington, in the Grand Cul de Sac, of the Island of St. Lucia, in the month of December, 1778.

“It became necessary,” says Mr. Barrington, “on the approach of the Count d’Estaing, to secure the transports as well as we could in the bay; and the whole night was accordingly employed in warping them within the ships of war, and disposing the latter in a line across the entrance in the following order: the Isis, St. Alban’s, Boyne, Nonsuch, Centurion, Preston, Prince of Wales; the Isis to windward, rather inclining into the bay, and the Prince of Wales, being the most powerful ship, the outwardmost to leeward, with the Venus, Aurora, and Ariadne, flanking the space between the Isis and the shore, to prevent the enemy’s forcing a passage that way.

“Almost all the transports had fortunately got within the line before half past eleven in the morning of the 15th, when the count thought proper to bear down, and attack us with ten sail of the line, happily without doing us any material injury; and at four in the afternoon he made a second attack upon us, with twelve sail of the line, with no other success however than killing two men, and wounding seven, on board the Prince of Wales, and wounding one also on board the Ariadne, who is since dead; but I have reason to believe the enemy received considerable damage, as the manœuvres betrayed great confusion, and one of their ships in particular, which fell to leeward, seemed disabled from carrying the necessary sail to get to windward again.

“The next day, the 16th, the count shewed a disposition to attack us a third time, but on the appearance of a frigate standing for his fleet with several signals flying, he plied to windward; and in the evening anchored off Gros Islet, about two leagues from us, where he still continues, with ten frigates, besides his twelve sail of the line.”

The disadvantage in point of numbers was not the only one against which Mr. Barrington had to contend; his measures excellently adapted, as they indeed proved, to his defence, had been necessarily taken in haste; for the speedy arrival of the enemy prevented his augmenting those means of protection, in addition to his own strength, which his prudence, and the advice of those he commanded, suggested, as it were, on the moment of impending attack. No time was allowed for cool and contemplative deliberation; no opportunity afforded of repairing negligence, remedying defect, or improving a position seized with avidity, because it was thought the best that could be taken on the spur of the occasion. The fleet of the enemy was commanded by an officer inferior in reputed gallantry and ability to none in France. The object before him was great, the consequences—which success might have opened to him, appeared little less than as threatening the conquest and subjugation, of the greater part of the British colonies in that quarter of the world. The capture of Mr. Barrington and his ships, would have added proudly to his fame as

an admiral; the surrender of General Grant and his army, the inevitable result of a naval victory, together with the conquest of the most valuable among the possessions of her enemy, would have proved a blow that might have placed France in the situation of imperiously and haughtily dictating the terms of peace, and almost reduced Britain to the humiliating condition of accepting it, even under stipulations that might have been degrading to her national dignity.

With so great an object in view, what success might not have been hoped for by the presumptuous assailants, headed as they were by an officer possessing their entire confidence? The event proved completely inauspicious; and it would be ignobly trampling on the vanquished, to add any comment on a fact; so completely glorious to the naval character of Britain.

Now let us contemplate the companion to this picture; let us not on one hand be subject to the charge of flattery to the memory of the honourable admiral, who so gallantly extricated himself from a most perilous situation; nor on the other, let us be supposed to have depreciated, or degraded, by the comparison; the character of a noble officer, so deservedly the idol of his country, and the wonder of the world. We cannot form facts for ourselves; we are under the necessity of taking them exactly as they offer; and if one victory surpasses another which preceded it, in brilliancy, it were ungrateful

to despise the former, which we have alluded to, for the sake of the parallel and the comparison, because with the change of situation and country, it approaches nearer in the circumstances which attended it, than any other naval contest we at present recollect, or that history perhaps will furnish us with.

In the second picture, we find our noble and intrepid countryman, invested with the character so ill sustained by the arrogant and assuming Frenchman. We see him armed with inferior powers, disdaining even the slightest apprehension of discomfiture, advancing to the attack, not only with intrepidity, but with a cool confidence of success, against every obstacle that art, ingenuity, and skill could contrive and which had been most studiously exerted by the expecting enemy, in the hope of preventing it. Far different, as is known to all, was the result; Victory herself wore for him the crown of triumph, and the united suffrage of the universe declared that it had never been more worthily obtained.

We cannot conclude this comment without briefly observing, that even the excuse made by France, in the frivolous hope of palliating the disgrace of her disaster, materially augments the grandeur of the British name, and depresses that of herself. "It could not have been foreseen," say her apologists, "that the English admiral would have adopted the desperate resolution of forcing a passage between the shore and the line, in which

the French fleet was moored, and enabled himself in consequence of that manœuvre, to attack the van of his foe with the whole of his force, while the rear of the former was incapable of moving to its succour or protection; so that each division became in succession the victim of superior strength." To this, a plain, unargumentative answer will be completely sufficient. Had Rear-admiral Nelson, pursuing only that confined principle of naval tactics, which, in attacks of the same nature, had till then been in use; had he edged down, each of his ships singling out its proper opponent, in a line stretching from van to rear, even in that case success might have crowned his gallantry, though his loss might have been rendered infinitely greater. That he might however, if the phrase be allowed us, take Victory herself prisoner, and render her absolutely subservient to his desires; he contrived the plan which the greatness of his own mind furnished him with, and reduced success almost to an absolute certainty, even before the battle commenced. Gallantry is only one qualification in the composition of a great officer, it is common to the generality of mankind; and it becomes rather an insult to the human race, to deny the possession of it by the majority. With grand and extensive abilities the case is otherwise; and we regard the display of those abilities, when so splendidly exhibited, as an attribute, something more than human. Such France felt; she sunk under the pressure of them, and the only consolation which

she could experience in her defeat, was that of knowing her conqueror was SIR HORATIO NELSON.*

* France herself appears on this occasion to have deviated in some measure from her customary practice of attempting to palliate misfortune by the propagation of falsehood, nor did she even boast, as was usual with her, of imaginary and partial advantages, in the hope of assuaging the feelings of her own mind and those of her people. The following account, said, on the best authority, to be authentic, and to have been written by a French officer of high rank, is more candid than we recollect to have ever seen any, composed by a Frenchman, it becomes therefore more interesting, more singular, more satisfactory, and more pleasing.

“The 1st of August, 1798, wind W N.W light breezes, and fair weather, the second division of the fleet sent a party of men on shore to dig wells; every ship in the fleet sent twenty-five men to protect the workmen from the continual attacks of the Bedouins and vagabonds of the country. At two P. M. the *Héureux* made the signal for twelve sail W. S. W, which we could easily distinguish from the mastsheads to be ships of war. The signal was then made for all the boats, workmen, and guards, to repair on board their ships, which was only obeyed by a small number. At three o'clock, the admiral, not having any doubt that the ships in sight were the enemy, ordered the hammocks to be stowed for action, and directed *L'Alert* and *Ruiller* brig of war to reconnoitre the enemy, which we soon perceived were steering for Bequer Bay, under a crowd of canvass, without observing any order of sailing. At four o'clock, we saw over the fort of Aboukir two ships, apparently waiting to join the squadron; without doubt they had been sent to look into the port of Alexandria. We likewise saw a brig with the twelve ships, so that they were now fourteen sail of the line, and a brig. *L'Alert* then began to put the admiral's orders into execution, viz. to stand to ward the enemy until nearly within gun shot, and then to manœuvre, and

To return to simple narrative—where will our admiration of this great man cease?—the thunder of

endeavour to draw them towards the outer shoal lying off the island; but the English admiral, without doubt, had experienced pilots on board, as he did not pay any attention to the brig's tract, but allowed her to go away, hauling well round all the dangers. At this time, a small boat dispatched from Alexandria to Rosetta, voluntarily bore down to the English brig, which took possession of her, notwithstanding the repeated efforts of L'Alert to prevent it, by firing a great many shot at the boat. At five o'clock, the enemy came to the wind in succession. This manœuvre convinced us, that they intended attacking us that evening. The admiral got the top-gallant yards across, but soon after made the signal that he intended engaging the enemy at anchor. After this signal, each ship ought to have sent a stream-cable to the ship astern of her, and to have made a hawser fast to the cable about twenty fathoms in the water, and passed the opposite side to that intended as a spring; *this was not generally executed.* Orders were then given to let go another bower anchor, and the broadsides of the ships were brought to bear upon the enemy, having the ships' heads S. E. from the Island of Bequier, forming a line about thirteen hundred fathoms N. W. and S. E. distant from each other eighty fathoms, and with an anchor out S. S. E. At a quarter past five, one of the enemy's ships that was steering to get to windward of the headmost of the line, ran on the reef E. N. E. of the island. She had immediate assistance from the brig, and got afloat in the morning. The battery on the island opened a fire on the enemy, and their shells fell ahead of the second ship in the line. At half-past five the headmost ships of our line being within gun shot of the English, the admiral made the signal to engage, which was not obeyed till the enemy was within pistol-shot, and just doubling us. The action then became very warm. The Conquerant began to fire, then Le Guerrier, Le Spartiate, L'Aquilon, Le Peuple Souverain, and

the cannon, as already observed in the narrative, had scarcely ceased an instant, when, with that

Le Franklin At six o'clock, the *Serieuse* frigate and the *Hercule* bomb, cut their cables, and got under weigh, to avoid the enemy's fire. They got on shore; the *Serieuse* caught fire and had part of her masts burnt; the *Artemise* was obliged to get under weigh, and likewise got on shore. The two frigates sent their ships' companies aboard the different line of battle ships. The sloops of war, two bombs, and several transports that were with the fleet, were more successful, as they got under weigh, and reached the anchorage under the protection of the fort of Aboukir. All the van were attacked on both sides by the enemy, who ranged close along our line. They had each an anchor out astern, which facilitated their motions, and enabled them to place themselves in the most advantageous position. At a quarter past six, the *Franklin* opened her fire upon the enemy from the starboard side; at three quarters past six she was engaged on both sides. The *L'Orient* at this time began firing from her starboard guns; and at seven the *Lionnant* opened her fire. All the ships from the *Guerrier* to the *Tonnant* were now engaged against a superior force; this only redoubled the ardour of the French, who kept up a very heavy fire. At eight o'clock at night, the ship which was engaging the *L'Orient* on the starboard quarter, notwithstanding her advantageous position, was dismantled, and so roughly treated, that she cut her cables, and drove farther from the line. This event gave the *Franklin* hopes that *L'Orient* would now be able to vanquish her, by attacking one of the ships opposed to her, but at this very moment the two ships that had been observed astern of the fleet and were just fresh, steered right for the centre. One of them anchored on *L'Orient*'s starboard bow, and the other cut the line astern of *L'Orient*, and anchored off her larboard quarter. The action in this place then became extremely warm. Admiral de Brueys, who had at this time been slightly wounded in the head and arm, very soon received a shot in the belly, which almost cut him in two. He did not fail to be carried below,

grateful and truly devout attention to the dispensations of an almighty Power and Provi-

but to be left to die upon deck: he lived but a quarter of an hour. Rear-admiral Blanquet, as well as his aid-du-camp, were unacquainted with this melancholy event until the action was nearly over. Admiral Blanquet received a severe wound in the face, which knocked him down; he was carried off the deck senseless. At a quarter past eight o'clock the *Peuple Souverain* drove to leeward of the line, and anchored a cable's length abreast of the *l'Orient*: it was not known what unfortunate event occasioned this. The vacant place she made placed the *Franklin* in a more unfortunate position, and it became very critical from the manœuvre of one of the enemy's fresh ships, which had been sent to the assistance of the ship on shore. She anchored athwart the *Franklin*'s bows, and commenced a very heavy raking fire. Notwithstanding the dreadful situation of the ships in the centre, they continually kept up a very heavy fire. At half past eight o'clock the action was general from the *Guerrier* to the *Mercure*. The Admiral De Brueys's death, and the severe wounds of Admiral Blanquet, must have deeply affected the people who fought under them; but it added to their ardour for revenge, and the action continued on both sides with great obstinacy. At nine o'clock the ships in the van slackened their fire, and soon after totally ceased; and with infinite sorrow we supposed they had surrendered. They were dismasted very soon after the action began, and so much damaged, that it is to be presumed that they could not hold out any longer against an enemy so superior by an advantageous position, in placing several ships against one. At a quarter past nine o'clock the *l'Orient* caught fire in the cabin; it soon afterwards broke out upon the poop: every effort was made to extinguish it, but without effect; and very soon it was so considerable, that there was no hopes of saving the ship. At half past nine, Citoyen Gillet, capitain de pavillon of the *Franklin*, was very severely wound-

dence, which is one among the genuine characteristics of all great minds, he issued circular

ed, and was carried off deck. At three quarters past nine the arm chest filled with musquet-cartridges blew up, and set fire to several places in the poop and quarter-deck, but was fortunately extinguished. Her situation, however, was still very desperate; surrounded by enemies, and only eighty fathoms to windward of *l'Orient* entirely on fire, there could not be any other expectation than falling a prey either to the enemy, or the flames. At ten o'clock the main and mizzen masts fell, and all the guns on the main-deck were dismounted. At half past ten the *Tonnant* cut her cables, to avoid the fire of the *l'Orient*. The English ship that was on *l'Orient*'s larboard quarter, so soon as she had done firing at her, brought her broadside upon the *Tonnant*'s bow, and kept up a very heavy raking fire. The *Heureux* and *Mercur*e conceived that they ought likewise to cut their cables. The manœuvre created so much confusion amongst the rear ships, that they fired into each other, and did considerable damage. The *Tonnant* anchored ahead of the *Guillaume Tell*, the *Generaux* and *Timoleon*, the other two ships, got on shore. The ship that engaged the *Tonnant* on her bow cut her cables, all her rigging and sails were cut to pieces, and she drove down, and anchored astern of the English ship that had been engaging the *Heureux* and *Mercur*e before they changed their position. Those of the *etat major* and ship's company of the *l'Orient* who had escaped death, convinced of the impossibility of extinguishing the fire, which had got down on the middle gun-deck, endeavoured to save themselves. Rear admiral Ganteaume saved himself in a boat, and went on board of the *Salamme*, and from thence to Aboukir and Alexandria. The Adjutant general Motard, although badly wounded swam to the ship nearest *l'Orient*, which proved to be English. Commodore Casabianca, and his son only ten years old, who, during the action gave proofs of bravery and intelligence far above his age, were

orders throughout the whole fleet, recommending each individual to join with him in render-

not so fortunate. They were in the water, upon the wreck of l'Orient's masts, not being able to swim, seeking each other until three quarters past ten, when the ship blew up, and put an end to their hopes and fears. The explosion was dreadful, and spread the fire all around to a considerable distance. The Franklin's decks were covered with red-hot seams, pieces of timber, and rope on fire. She was on fire, but luckily got it under. Immediately after the tremendous explosion, the action ceased every where, and was succeeded by the most profound silence. The sky was darkened by clouds of black smoke, which seemed to threaten the destruction of the two fleets. It was a quarter of an hour before the ships recovered from the kind of stupor they were thrown into. Towards eleven o'clock, the Franklin, anxious to preserve the trust confided to her, recommenced the action, with a train of her lower-deck guns; all the rest were dismounted, so that only the ship's company were killed and wounded, and the vessel remained not disabled. She was surrounded by enemy's ships, who moved down the river as fast as they could. At half past eleven o'clock, having only three boats left, she could defend the entrance of the river no longer, and consequently put an end to her glorious resistance, leaving Captain Boscawen, lieutenant, captain of the light company, and thirteen men prisoners.

"The... of the... three quarters... Tower of the... very near... three miles... to our... when left... Gurney and... down..."

ing their humblest thanks to that Supreme Power for the assistance and protection it had afforded them in the hour of battle.

much damaged. At half past three o'clock the action ceased throughout the line. Early in the morning the frigate *La Justice* got under weigh, and made several small tacks to keep near the *Guillaume Tell*, and at nine o'clock anchored; an English ship having got under weigh, and making small tacks to prevent her getting away. At six o'clock two English ships joined those who had been engaging the rear, and began firing on the *Heureux* and *Mercure*, which were aground. The former soon struck, and the latter followed the example, as they could not bring their broadsides to bear upon the enemy. At half past seven the ship's crew of *l'Artemise* frigate quitted her, and set her on fire: at eight o'clock she blew up. The enemy without doubt had received great damage in their masts and yards, as they did not get under weigh to attack the remains of the French fleet. The French flag was flying on board four ships of the line and two frigates. This division made the most of their time; and at three quarters past eleven *Le Guillaume Tell*, *Le Genereux*, *La Dame*, and *La Justice*, got under weigh, and formed in line of battle. The English ship that was under sail stood towards her fleet, fearing that she might be cut off; but two other enemy's ships were immediately under weigh to assist her. At noon the *Timoleon*, which probably was not in a state to put to sea, steered right for the shore under her foresail; and as soon as she struck the ground her foremast fell. The French division joined the enemy's ships, which ranged along their line on opposite tacks, within pistol shot, and received their broadsides, which it returned: they then each continued their route. The division was in sight at sun-set. Nothing remarkable passed during the night of the 2d. The 3d of August, in the morning, the French colours were flying in the *Touant* and *Timoleon*. The

That duty performed, and the arrangements relative to his own ships and their prizes, which

English admiral sent a flag of truce to the former, to know if she had struck; and upon being answered in the negative, he directed two ships to go against her. When they got within gun-shot of her, she struck, it being impossible to defend her any longer. The *Timoleon* was aground too near in for any ship to approach her. In the night of the 2d they sent the greatest part of their ship's company on shore; and at noon the next day they quitted her and set her on fire.

“Thus ends the journal of the 1st, 2d, and 3d days of August, which will ever be remembered with the deepest sorrow by those Frenchmen who possess good hearts, and by all those true republicans who have survived this melancholy disaster.”

To the foregoing may not inaptly be added the account given by Denon of the same transaction: a detail given by one of the Savans, and intended to perpetuate the event to posterity, may, in the opinions of some, be more interesting than even that of the admiral in chief would have been, had he survived.

“When we had reached the tower which commands the monastery, we descried a fleet of twenty sail. To come up, to range themselves in a line, and to attack, were the operations of a minute. The first shot was fired at five o'clock; and shortly after, our view of the two fleets was intercepted by the smoke. When night came on, we could distinguish somewhat better, without however being able to give an account of what passed. The danger to which we were exposed, of falling into the hands of the smallest troop of Bedouins which might come that way, did not draw our attention from an event, by which we were so strongly interested. Rolls of fire incessantly gushing from the mouths of the cannon evinced clearly that the combat was dreadful, and supported with an equal obstinacy on both sides. On our return to Rosetta, we climbed on the roofs of the houses, whence, at ten

absolute necessity demanded, should not be deferred, being made, the rear-admiral proceeded

o'clock, we perceived a strong light, which indicated a fire. A few minutes afterwards, we heard a terrible explosion, which was followed by a profound silence. As we had seen a firing kept up from the left to the right, on the object in flames, we drew a conclusion that it was one of the enemy's ships, which had been set fire to by our people; and we imputed the silence which ensued to the retreat of the English, who, as our ships were moored, were exclusively in possession of the range of the bay, and who, consequently, could persevere in, or discontinue the combat at pleasure. At eleven o'clock a slow fire was kept up, and at midnight the action again became general. It continued until two in the morning. At day-break I was at the advanced posts; and ten minutes after, the fleets were once more engaged. At nine o'clock another ship blew up. At ten, four ships, the only ones which were not disabled, and which I could distinguish to be French, crowded their sails, and quitted the field of battle, in the possession of which, they appeared to be, as they were neither attacked, nor followed. Such was the phantom produced by the enthusiasm of hope.

"I took my station at the tower of Abumandur, whence I counted twenty five vessels, half of which were shattered wrecks, and the others incapable of manœuvring to afford them assistance. For three days we remained in this state of cruel uncertainty. By the help of my spying glass I had made a drawing of this disastrous scene, to be enabled the better to ascertain whether the morrow would be productive of any change. In this way we cherished illusion, and spurred at all evence, until at length the passage across the bar being cut off, and the communication with Alexandria intercepted we found that our situation was altered, and that, separated from the mother-country, we were become the inhabitants of a distant colony, where we should be obliged to

to inform his country of the glorious tidings of his success: his own modest narrative reflects

depend on our own resources for subsistence until the peace. We learned that it was l'Orient which blew up at ten o'clock at night, and the Hercule the following morning; and that the captains of the ships of the line the Guillaume Tell and Generéux, and of the frigates La Diane and La Justice, perceiving that the rest of the fleet had fallen into the enemy's hands, had taken advantage of a moment of lassitude and inaction on the part of the English, to effect their escape. We learned, lastly, that the first of August had broken the unity of our forces; and that the destruction of our fleet, by which the lustre of our glory was tarnished, had restored to the enemy the empire of the Mediterranean—an empire which had been wrested from them, by the matchless exploits of our armies, and which could only have been secured to us, by the existence of our ships of war."

Denon's Travels, vol. i.

N. B. The translator shrewdly remarks, that throughout the whole of this narrative of the defeat of the French fleet in Aboukir Bay, it should be recollected, that it is the production of a Frenchman, who either would not, or could not see things precisely as they were. N. B. The British force consisted of fifteen sail only; including the Mutine brig.

In spite of the prejudices of a Frenchman, he adds, in a subsequent page, "The shore, to the extent of four leagues, was covered by wrecks, which enabled us to form an estimate of the loss that we had sustained at the battle of Aboukir. To procure a few nails, or a few iron hoops, the wandering Arabs were employed in burning on the beach the masts, gun-carriages, boats, &c. &c. which had been constructed at so vast an expence in our ports."

From the foregoing testimonies, some judgment perhaps may be formed of the opinion entertained by Frenchmen, in respect to the extent and importance, of the disaster.

on him an higher praise than could the most laboured and splendid eulogium:—

“ Vanguard, off the Mouth of the Nile,

“ SIR,

August 7th, 1798.

“ Enclosed is a copy of my letter to the Earl of St. Vincent, together with a line of battle of the English and French squadrons, also a list of the killed and wounded. I have the pleasure to inform you that eight of our ships have already top-gallant-yards across, and ready for any service; the others, with the prizes, will soon be ready for sea. In an event of this importance, I have thought it right to send Captain Capel with a copy of my letter (to the commander in chief) overland, which I hope their lordships will approve; and beg leave to refer them to Captain Capel, who is a most excellent officer, and fully able to give every information; and I beg leave to recommend him to their lordships' notice.

“ I have the honour to be, &c.

“ HORATIO NELSON.”

“ N. B. The Island I have taken possession of, and brought off two thirteen-inch mortars, all the brass guns, and destroyed the iron ones.

“ Evan Nepean, Esq.”

“ MY LORD,

“ ALMIGHTY GOD has blessed his majesty's arms in the late battle, by a great victory over the fleet of the enemy, whom I attacked at sun-set on the 1st of August, off the Mouth of the Nile. The enemy were moored in a strong line of battle for defending the entrance of the bay (of Shoals), flanked by numerous gun-boats, four frigates, and a battery of guns and mortars, on an Island in their van; but nothing could withstand the squadron your lordship did me the honour to place under my command. Their high state of discipline is well known to you; and, with the judgment of the captains, together with their valour, and that of the officers and men of every description, it was absolutely irresistible. Could

Plan of the
BATTLE OF ABOLKIR,
Aug. 1st 1798.

1798



any thing from my pen add to the characters of the captains I would write it with pleasure; but that is impossible.

"I have to regret the loss of Captain Westcott, of the *Majestic*, who was killed early in the action; but the ship was continued to be so well fought by her first lieutenant, Mr, Cuthbert, that I have given him an order to command her, till your lordship's pleasure is known.

"The ships of the enemy, all but their two rear ships, are nearly dismasted, and those two, with two frigates, I am sorry to say, made their escape; nor was it, I assure you, in my power to prevent them. Captain Hood most handsomely endeavoured to do it; but I had no ship in a condition to support the *Zealous*, and I was obliged to call her in.

"The support and assistance I have received from Captain Berry cannot be sufficiently expressed. I was wounded in the head, and obliged to be carried off deck; but the service suffered no loss by that event. Captain Berry was fully equal to the important service then going on, and to him I must beg leave to refer you for every information relative to this victory. He will present you with the flag of the second in command, that of the commander in chief being burnt in *L'Orient*.

"Herewith I transmit you lists of the killed and wounded, and the lines of battle of ourselves and the French.

"I have the honour to be, &c.

"To Admiral the Earl of St.

"HORATIO NELSON."

Vincent, the commander in chief, &c. &c. off Cadiz."

ENGLISH LINE OF BATTLE.

Ships' Names.	Captains.	Guns.	Men.
<i>Culloden</i> ,	T. Troubridge,	- 74	590
<i>Theseus</i> ,	R. W. Miller,	- 74	590
<i>Alexander</i> ,	A. J. Ball,	- 74	590
<i>Vanguard</i> ,	{ Rear-Admiral Sir H. Nelson, K. B. Edward Berry,	- 74	595
<i>Minotaur</i> ,	Thos. Louis,	- 74	640

Ships' Names.	Captains.	Guns.	Men.
Leander,	T. B. Thompson	- 50	313
Swiftsure,	B. Hallowell,	- 74	590
Audacious,	D. Gould,	- 74	590
Defence,	John Peyton,	- 74	590
Zealous,	Samuel Hood,	- 74	590
Orion,	Sir J. Saumarez,	- 74	590
Goliath,	Thos. Foley,	- 74	590
Majestic,	G. B. Westcott,	- 74	590
Bellerophon,	H. D. E. Darby,	- 74	590
La Mutine Brig.			

HORATIO NELSON.

FRENCH LINE OF BATTLE.

Ships' Names.		Guns.	Men.
Le Guerrier,	- -	74	600 Taken.
Le Conquerant,	- -	74	700 Taken.
Le Spartiate,	- -	74	700 Taken.
L'Aquillon,	- -	74	700 Taken.
Le Souverain Peuple,	-	74	700 Taken.
Le Franklin,	{ Blanquet, first contre admiral }	80	800 Taken.
L'Orient,	{ Brueys, admiral, and commander in chief }	120	1010 Burnt.
Le Tonant,	- -	80	800 Taken.
L'Heureux,	- -	74	700 Taken.
Le Timoleon,	- -	74	700 Burnt.
Le Mercure,	- -	74	700 Taken.
Le Guillaume Tell,	{ Villeneuve, second contre admiral }	80	800 Escaped.
Le Generex,	- -	74	700 Escaped.

HORATIO NELSON.

FRIGATES.

Ships' Names.	Guns.	Men.
La Disme,	- 48	300 Escaped.
La Justice,	- 44	300 Escaped.

Ships' Names.	Guns.	Men.	
L'Artemise,	-	36	250 Burnt.
La Serieuse,	-	36	250 Dismasted and sunk.

HORATIO NELSON.

Vanguard, off the mouth of the Nile,

August 3d, 1798.

Such was the fate of the fleet of France employed on the expedition against Egypt, commanded by Admiral Brueys, an officer esteemed as gallant, and as able in his profession, as any, that country has ever boasted. The force under his orders, at the commencement of the action, as will be seen on reference to the foregoing list, consisted of thirteen ships of the line, together with four frigates; carrying twelve hundred guns, and from ten to eleven thousand men. Nine sail of the line were taken, two were burned, and two escaped. Of the frigates, one was sunk, another burned, and two escaped. The loss of men was calculated at nearly eight thousand; but the prisoners and wounded were all restored, on condition of not serving against England until exchanged. The British squadron consisted, as already stated, of thirteen sail of the line, twelve only of which were engaged, and a fifty-gun ship; carrying little more than a thousand guns, and eight thousand men. Of the English, the slain and wounded were nine hundred.

It has been most animatedly observed, this victory was the most signal that had graced the British navy, since the days when the Spanish ar-

voured, far, perhaps, as human sagacity could foresee, to profit by his success, the resitment

affairs here, yet as I know Mr Baldwin has some months left Alexandria, it is possible you may not be regularly informed. I shall, therefore, relate to you briefly that a French army of forty thousand men, in three hundred transports, with thirteen sail of the line, eleven frigates, bomb-vessels, gun boats, &c. &c. arrived at Alexandria on the 1st of July. On the 7th, they left it for Cairo, where they arrived on the 22d. During their march they had some actions with the Mamelukes, which the French call *great victories*. As I have Buonaparte's dispatches now before me which I took yesterday, I speak positively. He says, "I am now going to send off to take Suez and Damietta." He does not speak favourably either of country or people, but there is such bombast in his letters, that it is difficult to get at the truth. but you may be sure he is only master of what his army covers. From all the inquiries which I have been able to make, I cannot learn that any French vessels are at Suez, to carry any part of his army to India. Bombay, if they can get there, I know is the first object. but I trust the Almighty God, in Egypt, will overthrow these pests of the human race. It has been in my power to prevent twelve thousand men from leaving Genoa, and also to take eleven sail of the line and two frigates. Two sail of the line and two frigates have escaped me. This glorious battle was fought at the mouth of the Nile, at anchor. It began at sunset, and was not finished at three the next morning. It has been severe, but God favoured our endeavours with a great victory. I am now at anchor between Alexandria and Rosetta, to prevent their communication by water; and nothing under a regiment can pass by land. But I should have informed you that the French have four thousand men posted at Rosetta, to keep open the mouth of the Nile. Alexandria, both town and shipping, are so distressed for provisions that they can only get them from the Nile by water. therefore I

both of his own ships and the prizes was continued with so much earnestness, that on the 18th of August, he was enabled to quit the Bay of Aboukir with his fleet: leaving Captain Hood with a small detachment, consisting of four ships of the line and two frigates, to block up the port of Alexandria, and prevent the introduction of any further supplies into that place for the use of the French army. Towards the end of the month, he quitted, for a time, the shores of Egypt, and proceeded to Naples, where he arrived on the 22d of September. The reception he met with at that city, could not be exceeded, except by what it is certain he would have

cannot guess the good which may attend my holding our present position; for Buonaparte writes his distresses for stores, artillery, and things for the hospital, &c. All useful communication is at an end between Alexandria and Cairo. You may be sure I shall remain here as long as possible. Buonaparte had never yet to contend with an English officer, and I shall endeavour to make him respect us.

"This is all that I have to communicate. I am confident every precaution will be taken to prevent in future any vessels going to Suez, which may be able to carry troops to India. If my letter is not so correct as might be expected, I trust your excuse, when I tell you my brain is so shook with the wound in my head, that I am sensible I am not always as clear as could be wished; but, whilst a ray of reason remains, my heart and hand shall ever be exerted for the benefit of my king and country

"I have the honour to be, &c. &c.

"HORATIO NELSON."

found from his own countrymen, had he returned to England immediately after the great event just mentioned. The British nation rang in an extacy of joy with his praises, and even children who scarcely knew how to articulate, were taught to lisp out the name of Nelson, as io gratitude to the heroism of a deliverer, who had preserved them from the worst of evils. The sovereign, and never sore was honour more deservedly acquired, raised him to a peerage; and the parliament, in addition to their thanks,* granted him for his own life, together with those of his two next heirs, an annuity of two thousand pounds per annum.† Nor was this all: the government

* To which his lordship returned the following answer

" Vanguard, Palermo, Jan. 31st, 1799.

" Sir,

" Believe me I feel as I ought the noble reward which our country has bestowed on me by its thanks, and I beg, sir, you will have the goodness to express to the honourable house my gratitude. I can answer for that of my brave brethren who fought with me in the battle of the Nile. To you, sir, who have not only so handsomely, but so elegantly, conveyed to me the resolutions of the house, words are inadequate to express what I feel, but, believe me, sir, I am, with every sentiment of respect and esteem,

" Your most obliged and faithful servant,

" NELSON."

" To the Right Honourable Henry Addington, speaker of the house of commons "

† The unexampled series of our naval triumphs has received fresh splendour from the memorable and decisive action in

of Ireland contributed its mite, by an addition of one thousand pounds annually, during the which a detachment of my fleet, under the command of Rear-Admiral Lord Nelson, attacked and almost totally destroyed a superior force of the enemy, strengthened by every advantage of situation. By this great and brilliant victory, an enterprize, of which the injustice, perfidy, and extravagance, had fixed the attention of the world, and which was peculiarly directed against some of the most valuable interests of the British empire, has, in the first instance, been turned to the confusion of its authors, and the blow thus given to the power and influence of France has afforded an opening, which, if improved by suitable exertions on the part of other powers, may lead to the general deliverance of Europe.

Extract from his Majesty's Speech on the meeting
of Parliament, November 20th, 1798.

In two days afterwards, the following message from his majesty was communicated to the house of commons, by Mr. Pitt, as chancellor of the exchequer:

“ His majesty having taken into his consideration the signal and meritorious services performed by Rear-Admiral Lord Nelson, in the memorable and decisive victory obtained over a superior French fleet, off the Mouth of the Nile, not only highly honourable to himself, but eminently beneficial to these kingdoms; and his majesty being desirous to confer upon him some considerable and lasting mark of his royal favour, in testimony of his approbation of his great services, and therefore to give and grant to the said Rear-Admiral Lord Nelson, and the two next heirs male to whom the title of Baron Nelson of the Nile, and Burnham Thorpe, in the county of Norfolk, shall descend, for their lives, the net sum of two thousand pounds per annum; but his majesty not having it in his power to grant any annuity to that amount, or for a period beyond his own life, his majesty recommends it to his faithful commons to consider of the means of enabling his majesty to extend and secure an annuity of two thousand pounds per an-

same term; and the East India Company voted him a gift of ten thousand pounds, while that of the merchants trading to Turkey, in proportion to the magnitude of their concerns, were not less liberal, having presented him with plate of considerable value.

The tribute of the city of London was a sword; and although it is most probable that so appropriate a proof of its respect and esteem would have been shown to the noble admiral, even if the subjoined intercourse had not taken place, yet, as it preceded the gift, it will not be improperly or uninterestingly introduced.

A court of common council being held in London, the 3d of October, 1798, it was attended by two hundred members. The business was opened by the Lord Mayor, who read the following letter, which he had received from Admiral Nelson:

“ Vanguard, Mouth of the Nile,

“ My Lord,

August 8th, 1798.

“ Having the honour of being a freeman of the city of London, I take the liberty of sending to your lordship the sword of the commanding French admiral, Monsieur Blanquet, who survived after the battle of the 1st, off the Nile, and request that the city of London will honour me by the acceptance of it, as

nam, to Rear-Admiral Lord Nelson, and the two next male heirs, to whom the title of Baron Nelson of the Nile, and of Burnham Thorpe, in the county of Norfolk, shall descend, in such manner as shall be most advantageous to their interests.”

It is needless to say the only debate on the occasion arose from the dissatisfaction expressed by some gentlemen that the honours and pecuniary rewards proposed to be bestowed upon him were not infinitely greater.

a remembrance that Britannia still rules the waves, which, that she may for ever do, is the fervent prayer of your lordship's most obedient servant,

“HORATIO NELSON.”

“Right Hon. Lord Mayor of London.”

An enthusiastic tumult of applause followed the reading of this letter; and on the motion of Mr. Deputy Leekey, the sword was ordered to be placed among the city regalia; after which the thanks of the court were unanimously voted to Admiral Lord Nelson, and to the officers and seamen under his command. The court having met again the following day, it was numerously attended as before; and Mr. Deputy Leekey presented a report respecting the French admiral's sword, which, after a short debate, was ordered to be placed in an elegant glass-case, in the most conspicuous part of the council-room, with the following inscription upon a tablet of marble:

“The sword of Monsieur Blanquet, the commanding French admiral, in the glorious victory off the Nile, on the 1st of August, 1798, presented to this court by the Right Honourable Admiral Lord Nelson.”

It was then resolved, “that a sword, valued at two hundred guineas, should be presented to Rear-Admiral Lord Nelson, as a testimony of the high esteem they entertain of his public services to this city, and to the whole empire, and that the Lord Mayor be requested to provide and present the same to him; also, that the freedom of the city of London be presented to Cap-

tain Berry,* in a gold box of one hundred guineas value, as a testimony of the high esteem en-

* Sir Edward Berry is the eldest son of a reputable tradesman, who, through the misfortunes naturally incident to a mercantile life, and having a large family, died, without being enabled to provide for it agreeable to his wishes. Sir Edward was born in the year 1766, and had the good fortune to be introduced into the naval service, which he had at an early period of life shewn a predilection for, through the interest of Lord Mulgrave, who had received part of his education at Norwich, under the tuition of the Rev Mr Titus Berry, uncle of the present Sir Edward. Under this nobleman's patronage and protection, Mr Berry began his nautical career, and his first voyage was about the year 1779, when he was scarcely fourteen years old, to the East Indies, in the *Barford* of seventy guns. It is said, that he received his commission as lieutenant from Earl Spencer, on account of his very gallant conduct in boarding an enemy's vessel. He was present at the engagement under Earl Howe on the 1st of June, 1794, in which action he is reported to have conspicuously signalized himself. Having, owing solely to his merit, formed an acquaintance with the Earl of St Vincent and Commodore Nelson, he was most particularly distinguished by the latter, and served under him in the ever-memorable engagement off St Vincent, on the 14th of February, and was particularly active in boarding the *San Nicholas* and *San Josef*, both of which ships fell victims to the exertions of his gallant commander. The assistance afforded by Captain Berry, and the spirit he displayed throughout the whole of the important encounter, most strongly endeared him to his superiors in naval rank, particularly to Mr Nelson, inasmuch that they formed the unshakable basis of a friendship which ceased not but with the life of that noble person. Mr Berry afterwards attended his former commander into the Mediterranean, being appointed captain of the *Vanguard*, on board which ship Lord Nelson, then Sir Horatio, had hoisted his flag, and in which he was, consequently, present at the engagement off Aboukir. Here he had a full opportunity of dis-

certained of his gallant behaviour on the 1st of August." These motions were carried unanimously, amidst repeated bursts of applause.

playing his abilities and gallantry; nor did he omit to avail himself of it. The particular share which he took in that memorable engagement, has been related in the account of it, already inserted in these Memoirs. After the conclusion of the action, Captain Berry was sent to England with the official dispatches, in the *Leander* of fifty guns, Captain Thompson. On his voyage, it was their misfortune to fall in with a French ship of very superior force; but disdaining to yield without a contest, they resolutely maintained an engagement with her for several hours, till the *Leander* was so completely shattered, that farther resistance became futile. Captain Thompson was therefore, though with the utmost reluctance, obliged to surrender. In this engagement Captain Berry was wounded in the arm. On his exchange, he was received by his countrymen with great applause: the honour of knighthood was conferred on him; and the city of London not only voted him their thanks, but on his paying a visit to Guildhall, on the 8th of August, 1799, he was presented with the freedom of the city in a gold box, pursuant to the vote passed in the preceding year.

Sir Edward returned soon after this period to the Mediterranean, and being captain of the *Foudroyant* of eighty guns, Lord Nelson's flag ship, accompanied his lordship to Sicily, where he landed him, being very much indisposed. Soon after this event, the *Foudroyant* came up with the *Guillaume Tell*, a French ship of eighty-four guns, one of those which escaped from the destruction of Aboukir. The following minute particulars of the engagement that took place, and which relate to Sir Edward Berry peculiarly, are given in a letter, dated Syracuse, *Foudroyant*, April 2d, 1800.

“ March 30th, 1800

“ Sir Edward Berry, commanding his majesty's ship the *Foudroyant* of eighty guns, after having landed Lord Nelson ill in Sicily, came up with the *Guillaume Tell*, a French ship of

In consequence of the above resolutions, the Lord Mayor wrote on the 16th to the noble lord

eighty four guns, and laying the Foudroyant alongside so close that her spare anchor was but just clear of the Guillaume Tell's mizen chain, hauled her commander, Admiral Decres, and ordered him to strike. The French admiral answered by brandishing a sword over his head, and then discharged a musquet at Sir Edward Berry. This was followed by a broadside, which nearly unrigged the Foudroyant, whose guns, however, being prepared with three round shots in each, she poured a most tremendous and effectual discharge, crashing through and through the enemy, described as a perfect chord of harmony in the ears of our tars, who were in their turn a little exposed, but she fired another broadside, when down came the Guillaume Tell's main and mizen-masts, and at the same time the Foudroyant's fore-top-mast, jib-boom, sprit-sail, main-top-sail-yard, stay-sails, fore sail, and main-sail, all in tatters. It was difficult in this situation to get the ship to fall off, so as to maintain her position. The combatants therefore separated for a few minutes, when Sir Edward Berry called his men from the main-deck, and cutting away part of the wreck, got the ship once more under command, that is, obedient to her helm, and manageable, and again close alongside her determined opponent, who hoisted his colours to the stump of the mast, and displayed his flag on a pole over them. Sir Edward then commenced a most heavy and well-directed fire, his men having now got into a system of firing every gun two, or three times in a minute, regularly going through the exercise. Musquetry was occasionally used, when the ship was very near on board the Guillaume Tell, but latterly the mizen mast being almost in two, Sir Edward called the marines from the poop, and put them to the great guns, by which means many lives were certainly saved. At a few minutes past eight, the Guillaume Tell's fore mast was shot away, and becoming a mere log, she struck her colours. The Foudroyant, in this engagement, expended one hundred and sixty two barrels of powder, twelve hundred thir-

acquainting him with their proceedings, and requesting his lordship would be pleased to give directions concerning the devices, with which he should wish the intended present might be ornamented; to which his lordship returned the following answer :

“ Vanguard, Palermo, Jan. 31, 1799.

“ SIR,

“ I have only this day received your letter, when lord mayor, of the 16th of October, and beg that you will convey to the court of common council my sincere gratitude for all their goodness to me, and assure them it shall be the business of my life to act in the manner most conducive to the prosperity of the city of London, on which depends that of our country. I am truly sensible of your politeness in desiring me to say what particular devices I should wish on the sword which is to be presented to me by the city of London, but I beg to leave that to the better judgment of my fellow-citizens. Believe me, when I assure you I feel myself,

“ Your most faithful and obliged servant,

“ Sir J. W. Anderson.”

“ NELSON.”

The inferior tributes of private individuals must not be forgotten. A gentleman of the name of Davison, with a liberality and spirit equalling the character of a prince rather than that of a

ty-two pound shot, twelve hundred and forty twenty-four-pound ditto, one hundred eighteen-pound ditto, and two hundred twelve-pound ditto: although much damaged, she was in a very short period ready for sea.”

This was the last engagement in which Sir Edward had the power of particularly shewing his gallantry during that war; and since the commencement of the present, he has held no command, till he was appointed to the Agamemnon of sixty-four guns, in which ship he was present at the late glorious action off Cape Trafalgar.

private gentleman, not only presented his lordship, and all the captains under his command, with a gold medal, but extended his liberality to every individual serving on board the fleet, by bestowing on each a medal of silver, gilt metal, or copper, according to their different ranks *

* A variety of medals were struck on the occasion, that presented by his majesty displayed a happy union of elegance, grace, and simplicity—a representation of VICTORY, in the act of crowning BRITANNIA with a laurel wreath

The reverse incloses, by two branches, one of oak and the other of laurel, each respective name, which is afterwards engraved in the centre, with this motto—"IN MEMORY OF THE DEFEAT OF THE FRENCH FLEET ON THE COAST OF EGYPT" The medal was executed by Louis Pingo, Esq. principal engraver of his majesty's royal mint, in the Tower of London, who was the first artist of this description in Europe, and consequently in the world. The beauty of its execution is, indeed, in the fullest sense, inimitable—worthy at once of the royal donor, the exquisite artist, and the glorious occasion.

On the medals struck by order of Mr. Davison, the allegorical figure of Hope was represented on the obverse, with the emblem proper, standing on a rugged rock, with an olive-branch in her right hand, and supporting by her left arm the profile of Lord Nelson, on a medallion, to which she is pointing with her fore-finger. Hope is crowned with oak and laurel, and the motto to the medallion is—"Europe's hope, and Britain's glory"—These words express the real feelings of the surrounding nations, and the boast of this happy island. The legend, "Rear-admiral Lord Viscount Nelson of the Nile."

The reverse represents the French fleet at anchor in the bay of Aboukir, and the British fleet advancing to the attack. The fortified islands in the enemy's van, the four frigates that were moored within the line, to cover their flank, and the gun-boats near the island—the setting-sun—the coast of Egypt—the mouth of the Nile—and the castle of Aboukir. The legend—

The captains also who commanded the different ships under his orders presented him with a magnificent sword, made purposely on the occasion, the hilt of which, as an appropriate and emblematical device, represented a crocodile. But amidst the multitude of affectionate and valuable gifts offered to his lordship upon the preceding occasion, we must not omit to mention a very singular one made him by Captain Hallowell, who commanded the *Swiftsure*, at the

“Almighty God has blessed his majesty’s arms.” Beneath the view—“Victory of the Nile, August 1, 1798.”

This noble and disinterested instance of private munificence needs no panegyric: we scarcely know which most to applaud, the heart, which, overflowing with the warmest sensations of private friendship, hath paid this public and noble tribute to it, or that truly patriotic spirit, which, warmed by the glory and fame of his countrymen, has used such classical and accurate means of handing down to posterity the peculiar circumstances and particulars of an event, the outlines, at least, of which must be remembered till time shall be no more.

Segnius irritant animos demissa per aures,

Quam quæ sunt oculis submissa fidelibus.

A third displayed on the obverse—Religion supporting the bust of Admiral Nelson, with her right hand resting upon a cross and skull: near her is the British lion, defending the Irish harp: in the back ground a pyramid and palm-tree, to mark the country where the victory was obtained—Legend, “Nothing can oppose virtue and courage.”

On the reverse was represented an anchor, on which were the royal arms of England, surrounded with a laurel, and a scroll, bearing this motto—“Praise be to God—November 29, 1798.” Above, the eye of Providence, denoting its influence and favour.—Legend, “Under this sign you shall conquer.”

battle of the Nile. A variety of trivial articles, valuable only as symbols of the affection and attention they displayed, and not on account of their intrinsic worth, formed out of the wreck of l'Orient, had been sent to his lordship by different officers, under his orders. Captain Hallowell's present was a coffin, made out of the main-mast, and accompanied by the following note:

"SIR,

"Swissnore, August, 1798."

"I have taken the liberty of presenting you a coffin, made of the main-mast of l'Orient, that when you have finished your military career in this world, you may be buried in one of your trophies; but that that period may be far distant, is the earnest wish of your sincere friend,

"Sir Horatio Nelson,

"R. HALLOWELL."

"Rear-admiral of the Blue, &c."

This very extraordinary present was received by his lordship with the utmost cordiality and affection; in so great a degree is he said to have been pleased with the singularity which suggested the gift, that he is reported to have kept it constantly with him in the great cabin, for a considerable space of time; nor was it without much apparent reluctance, that he at length consented to have it removed from its station.

Foreign countries were equally munificent. The Grand Seignior,* forgetting that disinclina-

* Immediately on receiving the news of the victory off the Mouth of the Nile, the Grand Seignior directed a superb diamond sigrette (called a chelengk, or plume of triumph) taken from one of the imperial turbans, to be sent to Admiral Sir

tion to reward any person professing a different religion, a disinclination which had, through long

Horatio Nelson, together with a piece of sable fur, of the first quality. He also directed a purse of two thousand sequins to be distributed among the British seamen wounded at the battle of the Nile. The presents were conveyed to Sir Horatio in a Turkish frigate; and a note was delivered to Mr. Smith, his majesty's minister plenipotentiary at the Porte, upon this occasion, of which the following is a translation:

“ It is but lately that, by a written communication, it has been made known how much the Sublime Porte rejoiced at the first advice received of the English squadron having defeated the French squadron, off Alexandria, in Egypt. By recent accounts, comprehending a specific detail of the action, it appears now more positive that his Britannic Majesty's fleet has actually destroyed, by that action, the best ships the French had in their possession. This joyful event, therefore, laying this empire under an obligation, and the service rendered by our much-esteemed friend, Admiral Nelson, on this occasion being of a nature to call for public acknowledgment, his imperial majesty, the powerful, formidable, and most magnificent Grand Seignior, has destined as a present, in his imperial name, to the said admiral, a diamond aigrette (chelengk) and a sable fur with broad sleeves; besides two thousand sequins, to be distributed among the wounded of his crew. And as the English minister is constantly zealous to contribute, by his endeavours, to the increase of friendship between the two courts, it is hoped he will not fail to make known this circumstance to his court, and to solicit the permission of the most powerful and august king of England, for the said admiral to put on, and wear the said aigrette and pelice.”

[Chron. Ann. Reg. 1798. p. 88.

Dated September 8, 1798.]

The presents made by the Grand Seignior to Lord Nelson were brought to Naples by an effendi, or secretary, in the *Alcmene* frigate, which sailed last from Alexandria. His lord-

habit, grown nearly into a fixed principle, sent him a magnificent diamond aigrette, and a robe

ship says, that the eunuks and his suit, thirteen in number, performed their part with great gravity and dignity, they put on their noble robes in his anti-chamber, and presented the aigrette on cushions, after the oriental custom. The robe is scarlet cloth, lined with the finest sable imaginable, and of inestimable value. The aigrette is a kind of feather. It represents a hand with thirteen fingers, which are of diamonds, and allusive to the thirteen ships taken and destroyed at Alexandria, the size, that of a child's hand about six years old, when opened. The centre diamond, and the four round it, may be worth about 1000*l* each, and there are about three hundred others well set.—With these two presents were several others of less value, and a letter full of assurances of friendship from the Grand Seignor.

In respect to the description just given, it is in some measure correct, but in many points inadequate to the purpose of conveying a proper idea of the ornament. The translation of the Grand Seignor's letter, which accompanied the present, is as extraordinary as it is singular.

“Constantinople, 3d Oct. 1798

“A superb aigrette, of which the marginal sketch gives but an imperfect idea, called a *chelangk*, or plume of triumph, such as has been, upon every famous and memorable success of the Ottoman arms, conferred upon victorious Mussulmen, Seraskiers, I believe never before upon a disbeliever, as the *ac plus ultra* of personal honour, separate from official dignity. The one in question is entitled rich in its kind being a blaze of brilliants, crowned with a vibrating plume, and a radiant star in the middle, turning on its centre by means of watch-work, which winds up behind. This badge was absolutely taken from one of the imperial turbans, and can hardly, according to the ideas of such insignia here, be considered as less than equivalent to the first order of chivalry in christendom—such at least was my view in the indication.”

of honour, which had never before been bestowed, except on Mussulmen who, by their exploits,

As connected with the honour just mentioned, we must annex the following augmentation made to the arms and supporters which he already bore, and which latter he had been authorised to use, on his being created a knight of the Bath.

“The king has been graciously pleased to give and grant to the Right Hon. Horatio Baron Nelson of the Nile, and of Barnham Thorpe in the county of Norfolk, rear-admiral of the blue squadron of his majesty’s fleet, and K. B. in consideration of the great zeal, courage, and perseverance manifested by him upon divers occasions, and particularly of his able and gallant conduct in the glorious and decisive victory obtained over the French fleet at the mouth of the Nile, on the 1st of August last, his royal licence and authority that he and his issue may bear the following honourable augmentations to his armorial ensign, viz. *a chief undulated argent, thereon waves of the sea, from which a palm-tree issuant between a disabled ship on the dexter and a ruinous battery on the sinister, all proper*; and for his crest, *on a naval crown, or, the chelengk or plume of triumph*, presented to him by the Grand Seignior, as a mark of his high esteem, and of his sense of the gallant conduct of the said Horatio Baron Nelson, in the said glorious and decisive victory, with the motto—*Palmam qui meruit ferat*; and to his supporters, being a sailor on the dexter; and a lion on the sinister, the honourable augmentations following, viz.—*in the hand of the sailor a palm-branch, and another in the paw of the lion, both proper, with the addition of a tri-coloured flag and staff in the mouth of the latter*—which augmentations to the supporters to be borne by the said Horatio Baron Nelson, and by those to whom the said dignity shall descend in virtue of his majesty’s letters patent of creation; and that the same may be first duly exemplified, according to the laws of arms, and recorded in the heralds’ office; and also to order that his majesty’s said concession, and especial mark of his royal favour, be registered in his college at arms.”

London Gazette, Nov. 1798.

Such were the affectionate, and, in most instances, munificent testimonies which the potentates, the princes, the corporate bodies, and the private individuals of different countries, from the frigid, to the torrid zone, from the Caspian, to the Atlantic, gratefully offered to the worth of the noble admiral.

Notwithstanding the naval power of the enemy had received so total a blow, the presence of his lordship still continued indispensably necessary in those seas. The objects of his attention were multifarious, but he found such sufficient resources in his own abilities that he was not under the necessity of neglecting any

"I will not fail sending the gazette to Rome by the first opportunity, and desiring you will believe me thankful for your kind wishes, I remain,

"Your most obedient humble servant,

"NELSON and BRONTE."

"Mr J. Debrett."

The paper alluded to in the gallant nobleman's letter was the Calcutta Gazette Extraordinary, of February 27, 1803, containing the speech of the Marquis Wellesley in the college of Fort William in Bengal, on distributing the prize-medals and honorary rewards to those young gentlemen who had excelled in oriental learning. It was addressed to the very learned society of the De Propaganda Fide, at Rome, who have enriched the world with many valuable oriental works.

The preceding correspondence would perhaps be uninteresting in the life of any other person, but the case is materially different with respect to so great a character as that of Lord Nelson. Indeed, in no instance whatever was affability ever shewn more strongly conjoined with other qualities to complete the character of a great man.

of them. The blockade of Malta, the protection of the kingdoms of Naples and Sicily, and the prevention of any desultory mischief; that could be effected by the remnant of the French force which had escaped from Aboukir, all in their turn demanded his diligence, as well as his activity; so that were we to content ourselves with rapidly passing over events great in themselves, though more quiescent than the tremendous scenes in which his lordship had before been engaged, we might in three lines briefly state, that no emergency was left unprovided for, no service neglected, and that no single event, in which either Lord Nelson himself, or those under his orders, were concerned, proved unsuccessful. We cannot, however, persuade ourselves that such apparent haste could be tolerated. The blockade of Malta, and its dependencies, was confided to Captain, now Sir Alexander Ball, and on the 28th of October, the island of Goza having surrendered, was taken possession of for his Sicilian majesty.* The foregoing was, however, only the forerunner of more serious and important success. The armies of France had overran nearly the whole of Italy, and the King of Naples was in the month of December reduced to

* "Vanguard, at Sea, November 1st.

"MY LORD,

"I have the honour to transmit to you a letter received from Captain Ball, dated October 30th, together with the capitulation of the castle of Goza, and a list of ordnance, &c. found in it.

the dire necessity of quitting his capital, and repairing on board the Vanguard as a place of re-

The prisoners are embarked in the Vanguard and Minotaur, till I can get a vessel to send them to France. Captain Ball, with three sail of the line, a frigate, and fire-ship, is entrusted with the blockade of Malta, in which are two sail of the line and three frigates, ready for sea; and from the experience I have had of Captain Ball's zeal, activity, and ability, I have no doubt but that in due time I shall have the honour of sending you a good account of the French in the town of Valetta. I am, with the greatest respect,

"Your lordship's

"Most obedient servant,

"Admiral Earl St. Vincent,"

"HORATIO NELSON."

"Alexander, off Malta, October 20th.

"SIR,

"I have the honour to acquaint you, that the commandant of the French troops in the castle of Goza, signed the capitulation on the 28th instant, which you had approved. I ordered Captain Cresswell, of the Marines, to take possession of it in the name of his Britannic majesty, and his Majesty's colours were hoisted. The next day the place was delivered up in form to the deputies of the island, his Sicilian majesty's colours hoisted, and he acknowledged their lawful sovereign.

"I embarked yesterday all the French officers and men, who were on the island of Goza, amounting to two hundred and seventeen. I enclose the articles of capitulation, and an inventory of the arms and ammunition found in the castle; part of which I directed to be sent to the assistance of the Maltese, who are in arms against the French. There were three thousand two hundred sacks of corn in the castle, which will be a great relief to the inhabitants, who are much in want of that article.

"I have the honour to be, &c.

(Signed)

"ALEX. JOHN BALL."

"Rear-Admiral Sir H. Nelson."

from his enemies. No time was however lost in forming the best arrangements possible for

Articles of Capitulation between Alexander John Ball, (sq. Captain of his Majesty's Ship the Alexander, appointed to conduct the Blockade of Malta, under Rear-Admiral Sir Horatio Nelson, K. B. on the part of Great Britain, and Lieutenant-Colonel Lockey, Aju. de Batt. Commander of the French troops in the Castle of Goza.

1st. The French troops shall march out of the castle of Goza with the honours of war, and shall lay down their arms as they get out of the gate.

2d. The castle of Goza, with all the military implements and stores, shall be delivered up to the British officer appointed to take charge of them.

3d. The French officers and troops shall be protected in their persons and effects, and the officers allowed to retain their side-arms. They shall be embarked immediately on board his Britannic majesty's ships, and sent to France, in transports, at the expense of the French government. They are not to serve against his Britannic majesty, or his allies, during the war, until regularly exchanged.

Rear-Admiral Sir Horatio Nelson, K. B. has entered into articles with the inhabitants of Goza, that if the French surrender to the British, they shall be considered as under their protection, and they will not offer them the smallest insult or molestation.

Signed 28th of Oct. 1798. ALEX. JOHN BALL, Captain
of his Britannic majesty's
ship Alexander.

LOCKEY, Aju. de Battailon.

Approved, HORATIO NELSON.

Extract of Articles found in the Castle of Goza, the 28th of October.

Fifty barrels of powder, nine thousand ball-cartridges, one thousand musket cartridges without ball, one thousand flints,

making head against the rebels, and reinstating the monarch on his throne. A project of such magnitude and importance, necessarily required a considerable space of time, ere the proper dispositions could be made for bringing it to perfection; and the summer approached before his lordship was in a condition to undertake offensive measures. In the midst of his preparations, he was under the necessity of being continually on his guard against the introduction of any succours, either into Italy, or Malta, by means of the few ships of war which still remained to France in the Mediterranean. As the seas and coasts requiring his care were extensive, and the ships he commanded far from numerous, the greater circumspection was necessary, but his diligence amply supplied the want of numbers.

In the month of May, having been advanced to the rank of rear-admiral of the red, he shifted his flag on board the *Foudroyant*; and during the

thirty-eight eighteen-pound cartridges, filled, one hundred and forty, twelve-pound ditto, four hundred and fifty, six-pound ditto, two hundred and sixty-eight, four-pound ditto, twenty-five, three-pound ditto, eighty-eight two-pound ditto, eighteen, eighteen pounder guns, good, and two hundred shot, two, twelve-pounder guns, good, and nine hundred shot, four, six-pounders, good, and two thousand nine hundred and eighty-five shot; four hundred hand grenades, filled, ninety-nine pikes, and ninety halberds; three thousand two hundred sacks of corn.

N. B. No small arms, except those laid down by the French troops.

two succeeding months, was unremittingly employed in the re-conquest of the Neapolitan territories, and the expulsion of the French hordes, not only from the southern parts of Italy, but the papal states also.* On his arrival at Naples, the

* The various leading events in which his lordship was concerned, and which he so happily brought to a glorious termination, during this period of his service, cannot be more concisely or interestingly given, than by the insertion of the following official correspondence.

Extract of a letter from Rear-Admiral Lord Nelson, K. B. to Evan Nepean, Esq. dated Bay of Naples, 27th of June.

“ I am happy in being able to congratulate their lordships on the possession of the city of Naples. St. Elmo is yet in the hands of the French; but the castles of Ovo and Nuovò I took possession of last evening, and his Sicilian majesty's colours are now flying on them.”

Extract of another letter from Rear-Admiral Lord Nelson, dated Bay of Naples, 14th of July.

“ Herewith I have the honour of sending you copies of my letters to the commander in chief, and the capitulation granted to the French in St. Elmo. All the chief rebels are now on board his majesty's fleet. Capua and Gaeta will very soon be in our possession, when the kingdom will be liberated from anarchy and misery.

“ MY LORD, “Foudroyant, Bay of Naples, 13th of July.

“ I have the pleasure to inform you of the surrender of Fort St. Elmo, (on the terms of the enclosed capitulation), after open batteries of eight days, during which time our heavy batteries were advanced within one hundred and eighty yards of the ditch. The very great strength of St. Elmo, and its more formidable position, will mark with what fortitude, perseverance, and activity, the combined forces must have acted; Captain Trou-

prospect of public affairs was as disastrous as it possibly could be, the troops of France were in

bridge was the officer selected for the command of all the forces landed from the squadron; Captain Ball assisted him for seven days, till his services were wanted at Malta, when his place was ably supplied by Captain Hallowell an officer of the most distinguished merit, and to whom Captain Troubridge expresses the highest obligation. Captain Hood, with a garrison for the castle of Nuovo, and to keep good order in the capital, an arduous task at that time was also landed from the squadron; and I have the pleasure to tell you, that no capital is more quiet than Naples. I transmit you Captain Troubridge's letter to me, with returns of killed and wounded; I have also to state to your lordship, that although the abilities and resources of my brave friend Troubridge are well known to all the world, yet even he had difficulties to struggle with in every way, which the state of the capital will easily bring to your idea, that has raised his great character even higher than it was before.

"I am, &c.

"Right Hon. Lord Keith,
commander in chief, &c."

"NELSON."

"MY LORD, "Foudroyant, Naples Bay, July 17th.

"His Sicilian majesty arrived in this Bay on the 10th, and immediately hoisted his standard on board the Foudroyant, where his majesty still remains with all his ministers.

"I have the honour to be,

"NELSON"

Admiralty-office, Sept 2, 1799.

Dispatches, of which the following are copies, were this morning received by Mr. Nepean, from Rear admiral Lord Nelson, commanding his majesty's ships and vessels in the Mediterranean.

quiet possession of the castle of St. Elmo, and all the other different fortresses which defended the

“SIR, “Foudroyant, Bay of Naples, August 1st.

“I have the honour to transmit you copies of my letter to the commander in chief, with its several enclosures, and most sincerely congratulate their lordships on the entire liberation of the kingdom of Naples from French robbers, for by no other name can they be called, for their conduct in this kingdom. This happy event will not, I am sure, be the less acceptable, from being principally brought about by part of the crews of his majesty's ships under my orders, under the command of Captain Troubridge. His merits speak for themselves; his own modesty makes it my duty to state, that to him alone is the chief merit due. The commendation bestowed on the brave and excellent Captain Hallowell, will not escape their lordships' notice, any more than the exceeding good conduct of Captain Oswald, Colonel Strickland, Captain Cresswell, to whom I ordered the temporary rank of major, and all the officers and men of the marine corps; also the party of the artillery, and the officers and men landed from the Portuguese squadron.

“I must not omit to state that Captain Hood, with a garrison of seamen in Castle Nuovo, has for these five weeks very much contributed to the peace of the capital; and Naples, I am told, was never more quiet than under his directions.

“I send Captain Oswald, of the *Perseus* bomb, with this letter; and I have put Lieutenant Henry Compton (who has served with me since January 1796,) as a lieutenant, into the *Perseus*, and I beg leave to recommend those two officers as highly meriting promotion.

“I have the honour to be, &c.

“NELSON.”

“MY LORD, “Foudroyant, Bay of Naples, 1st August.

“I have the honour to transmit you copy of Captain Troubridge's letter to me, and the capitulation of Capua and

city; the cardinal Ruffo had moreover ignominiously signed a disgraceful armistice and convention, not only with the French general, but also with the Neapolitan rebels. The terms of the treaty, however, which had been agreed to with the Prince Carracioli and others, who were the principal leaders of the revolution, Lord Nelson refused to accede to, and a motley, but spirited army, composed of English, Russians, Turks, Portuguese, and Italians, immediately commenced offensive operations. Such was the activity of these confederated friends, such was the assistance rendered them by Lord Nelson, and the officers under his command, that on the 12th of July, the batteries of the besiegers being then ready to open; the guns of St. Elmo, which was the last fort that resisted, nearly all dismounted, and the defences very much damaged; the garrison proposed to capitulate, on

Gaeta, &c. Too much praise cannot be given to Captain Troubridge for his wonderful exertion in bringing about these happy events, and in so short a space of time; Captain Hallowell has also the greatest merit; Captain Oswald, whom I send to England with a copy of my letter, is an officer most highly deserving promotion. I have put Lieutenant Compton, who has served as a lieutenant with me from January 1796, in the *Perseus* bomb, in his room, and whom I recommend to your lordship.

"I sincerely congratulate your lordship on the entire liberation of the kingdom of Naples from a band of robbers, and am, with the greatest respect, &c.

"Right Hon. Lord Keith, commander in chief, &c."

"NELSON."

condition of laying down their arms, embarking for France, and submitting to be prisoners of war on their parole, until they were regularly exchanged. Foresceing the event, his Sicilian majesty, in compliance with his lordship's wishes, quitted Palermo, and arrived off Naples two days before the surrender took place. On the 13th, having hoisted his standard on board the *Foudroyant*, in the bay of Naples, he had again the satisfaction of beholding his metropolis reverted back to the dominion of its lawful sovereign. On this occasion he justly and affectionately complimented Lord Nelson, by saying, "that he had re-conquered his kingdom for him, and placed him once more on the throne of his ancestors."

Although much had already been done, the affairs of the Neapolitan kingdom required a continuance of exertions to place them in a state of permanent tranquillity; Capua and Gaeta, which still remained in the possession of France, were as yet to be reduced; they were attacked; attack and conquest became almost synonymous terms. The garrison of Capua surrendered as prisoners of war, but to that of Gaeta the more favourable terms were allowed, in consequence of the fortress being only blockaded, and not besieged, that its defenders should be at perfect liberty from the hour they were landed in France. In both these capitulations, the true spirit of French friendship, and the extreme danger of accepting it, were displayed in

the strongest colours. The rebellious Neapolitans, who had most traitorously and unwisely joined the enemies of their country, and constituted the head of what was called the revolutionary party, were abandoned to their fate; and the miseries which the country had undergone, were in some degree atoned by the execution of the principal leaders, under a sentence regularly passed on them by the court, constituted to take cognizance of their offences.

The tranquillity of the Neapolitan kingdom being thus re-established, Lord Nelson extended his views to the further removal of those very troublesome sojourners, the French, even to the remotest part of northern Italy. Civita Vecchia was blockaded by Commodore Troubridge, and the French general, Grenier, consented to evacuate Rome; and all the papal territories; thus was a prophecy, said to have been made in respect to Lord Nelson, on his arrival at Naples, completely verified: "*That he should take Rome by his ships.*" We must here insert, as one of the most curious indices of his mind, a private letter written by him, to his much esteemed friend, Lieutenant-governor Locker, in the very middle of that hurry which the very important service he was engaged in must have occasioned to his mind. We have already expressed our opinion as to the interest due to documents of this nature, and believe there are very

few persons who will cherish an idea contrary to our own.

The present certainly displays sentiments of philanthropy, strength of judgment, and every requisite of mind necessary to form the friend, the statesman, and the hero, in such glowing and delightful colours, that it would be committing a species of sacrilege to his memory, to tear it from public view.

“MY DEAR FRIEND,

“Palermo, Feb. 9th, 1799.

“I well know your own goodness of heart will make all due allowances for my present situation, in which truly I have not the time, or power to answer all the letters I receive at the moment; but you, my old friend, after twenty-seven years acquaintance, know that nothing can alter my attachment and gratitude to you; I have been your scholar. It was you who taught me to board a Frenchman, by your conduct when in the Experiment. It is you who always hold, “lay a Frenchman close and you will beat him;” and my only merit in my profession is being a good scholar. Our friendship will never end but with my life, but you have always been too partial to me.

“Pray tell Kingsmill, that it was impossible I could attend to his recommendation; indeed I had, not being a commander in chief, no power to name an agent; remember me kindly to him.

“The Vesuvian republic being fixed, I have now to look out for Sicily; but revolutionary principles are so prevalent in the world, that no monarchical government is safe, or sure of lasting ten years.

“I beg you will make my kindest remembrances to Miss Locker, and all your good sons, and believe me ever your faithful and affectionate friend,

“NELSON.”

“Lieutenant Governor Locker, Royal
Hospital, Greenwich.”

It was in consequence of the signal services rendered by his lordship to his Neapolitan majesty, that not long after the restoration of the ancient order of things in the city of Naples, that monarch presented him with the valuable gifts already mentioned, and also conferred on him the title of Duke of Bronté; with the several advantages of domain, and revenue attached thereto. The Neapolitan standard was still displayed on board the Foudroyant; and after continuing nearly five weeks on board that ship, his majesty returned back with his lordship to Palermo, which city he reached on the 9th of August. His arrival converted in an instant despondency into gaiety; as though he had carried, in his hand, the magic wand of pleasure. The inhabitants, and the court of Sicily itself, appeared to have forgotten the horrors of war, which, though somewhat removed, still raged furiously round them, as if all apprehension of danger was completely extinguished by the mere presence of their tutelary friend, and guardian. "The court of Palermo," observes a private letter, written at this time, "is now the chosen seat of royal gaiety; and nothing can be more brilliant than the fêtes which have been given to the hero of the Nile, particularly a *fête champêtre* in the royal gardens, by their majesties. A temple of glory was erected in the gardens, on which were placed three figures, as large and as natural as life, modelled in wax: the centre figure represented Baron Nelson

of the Nile, Duke of Bronté in Sicily, dressed in a full British uniform; on the brows of the figure of the noble admiral was placed a wreath of laurel, which his majesty with his own hand took from the waxen figure, and placed it on the head of the real hero, who wore it through the whole of the entertainment, which was very superb. Egyptian pyramids were placed around the temples, on which were described the names of the most distinguished heroes of the war, English, Neapolitan, Russian, and Turkish; while on the *zunick*, or robe of fame, were embroidered the names of those heroes in particular who fought in the battle of the Nile. The music was superb; and all the opera band, with Senesino at their head, sung "Rule Britannia," and "God save the King," in which they were chorussed by the whole assembly, who had been previously drilled to the English pronunciation."

To that, of which the account has been just given, may be added a second, scarcely inferior in brilliancy; according to court *etiquette*, the pretended host and author of the fete was the Prince Leopold, a youth of nine years of age, who had then just entered on a course of nautical education, being intended for the sea service. Their majesties, with the nobility, the admirals, and chief officers of the English, Russian, and Turkish squadrons, then in the port, were all present; and the royal youth, appropriately dressed as a sub-

dinate naval officer, officiated on the occasion as master of the ceremonies. Among other splendid parts of the entertainment, was exhibited a most magnificent fire-work, representing the engagement off Aboukir, and concluding with the explosion of L'Orient. To repeat the variety of compliments offered his lordship on this, and similar occasions, would become less interesting, because the desert which procured them has never been doubted ; certain it is, that in this instance at least, the varied honours so liberally, yet not too profusely shewn to this great man, could not render the Neapolitan court subject to that charge of flattery, which has been so often considered one of the vices of foreign countries. The people, from the prince to the peasant, were grateful enough to pay proper adoration to their preserver, and compliment, or adulation were completely out of the question.

The tribute paid to his lordship was not confined to the territories of the two Sicilies ; Rome herself felt the services he had rendered her, and joined most heartily in displaying her warmest tokens of esteem and veneration. The arrival of the British ships under Commodore Troubridge at the mouth of the Tiber, had fortunately prevented, for that time, the removal to France of all the rare works of art, as well of painting as of sculpture, together with the most valuable remnants of antiquity, which she possessed, all which, the rapacious hands

of the French banditti had, according to their wonted custom, most violently seized, and were engaged in the absolute act of causing to be transported to their own country.

So critical an escape failed not to make a most sincere and lasting impression on the minds of the people, and on the government itself; and it was immediately resolved to erect a superb monument to their deliverer in one of the most conspicuous parts of the city. His lordship being informed of the determination, returned the following very polite answer to the proposal.

DEAR SIR,

“ Palermo, Dec. 19, 1799.

“ Sir William Hamilton has been so kind as to communicate to me the distinguished honour intended me by the inhabitants, by you, and other professors and admirers of the fine arts at Rome, to erect a monument. I have not words sufficient to express my feelings on hearing that my actions have contributed to preserve the works which form the school of fine arts in Italy, which the modern Goths wanted to carry off and destroy.

“ That they may always remain in the only place worthy of them, Rome, are and will be my fervent wishes, together with the esteem of,

“ Dear Sir,

“ Your most obliged servant,

“ BRONTE and NELSON.”

The distressed state of the Maltese garrison caused, at this time, every possible exertion to be made by France for its relief. Every ship that she was possessed of in those seas was equipped in the hope of effecting this grand desideratum of ser-

vice. The greater part of them fell victims to their temerity, and it must have proved the greatest satisfaction, while at the same time it appeared one of the most singular coincidences of circumstances that ever took place, that the only two ships of the line, which had made their escape after the encounter at Aboukir, fell afterwards into the hands of Lord Nelson, or of officers employed under his orders. The first of these was * the *Genereux*,

* The vigilance of the British anticipated the intention of France, of attempting to throw succours into La Valette; Lord Keith, who then commanded in chief in the Mediterranean, directed Lord Nelson to keep a strict look-out, to windward of the island, with the ships under his orders, while he himself kept close in with the mouth of the harbour, in the *Queen Charlotte*, and several frigates or smaller vessels, so that he might ultimately intercept the enemy, should they be even fortunate enough to elude the vigilance of Lord Nelson. The latter, however, proved successful; the circumstances which led to it will be best explained by the following letter.

“ *Tondroyant at Sea, off Cape di Corvo, eight leagues W. of Cape Passaro, off shore about four miles, Feb. 18th.*

“ MY LORD,

“ This morning at day light, being in company with the ships named in the margin,* I saw the *Alexander* in chase of a line-of battle ship, three frigates, and a corvette; at about eight o'clock she fired several shot at one of the enemy's frigates, which struck her colours, and leaving her to be secured by the ships astern, continued the chase. I directed Captain Gould, of the *Audacious*, and the *El Corso* brig, to take charge

* *Northumberland, Audacious, and El Corso* brig.

commanded by Admiral Perreé, appeared in the month of February, without success. The success of this prize. At half past one, P.M. the *Success* was engaged and attacked to the westward, but the French ship was not able to tack without coming to action with the *Alexander*, and up. The success being to leeward, Captain Perreé, with great judgment and gallantry lay across his hawse, and taked him with several broadsides; in passing the French ship's broadside several shots struck the *Success*, by which one man was killed, and the master and eight men wounded. At half past four the *Foudroyant* and *Northumberland* coming up, the former fired two shot, when the French ship fired her broadside and struck her colours. She proved to be the *Genereux*, of 74 guns, bearing the flag of Rear-admiral Perreé, commander in chief of the French naval force in the Mediterranean, having a number of troops on board from Toulon, bound for the relief of Malta.

"I attribute our success this day to be principally owing to the extreme good management of Lieutenant William Harrington, who commands the *Alexander*, in the absence of Captain Ball; and I am much pleased with the gallant behaviour of Captain Peard, of the *Success*; as also with the ability and good conduct of Captain Martin, and Sir Edward Barry.

"I have sent Lieutenant Andrew Thompson, first lieutenant of the *Foudroyant*, to take charge of the *Genereux*, whom I beg leave to recommend to your lordship for promotion, and have sent her under the care of the *Northumberland* and *Alexander*, to Sydnay, to wait your lordship's orders.

"I am, &c.

"Edward Pelleu."

The capture of the *Genereux* must have been extremely grateful to his lordship, from the circumstance of her having taken the *Leander*, one of the ships which he gallantly destroyed with his colours, being then commanded by Captain Peard, at the battle of Aboukir. That

had prevented his being personally concerned in the encounter just mentioned, still continuing to operate against his assuming the active function of a naval commander, he was under the necessity of striking his flag, and proceeding to Trieste, from whence he passed to Hamburg. The attentions, the respect, and the honours, he received in all the principal cities he passed through while on his journey, were unprecedented, perhaps, but certainly not unexpected, or unmerited: they proved only that the inhabitants of other countries than Britain, appreciated his merit equally with those of his own, and that partiality was totally unconcerned in the adoration, paid him by the latter.

Notwithstanding his lordship had landed at Trieste in the month of June, so weak was the condition of his health, that, added to the delays he unavoidably met with in his route, the month of Vienna, as though unwilling to quit, till the last moment, the society of the man, to whom she probably owed her existence, and to a certainty, the rank of sovereign, which she then held. On the eve of their quitting Palermo, her majesty presented his lordship with a picture of the king, having on the reverse the initials of her own name, the whole richly set with diamonds.

The attention paid to his lordship on his arrival at Vienna, by the most exalted personages at the

had prevented his being personally concerned in the encounter just mentioned, still continuing to operate against his assuming the active function of a naval commander, he was under the necessity of striking his flag, and proceeding to Trieste, from whence he passed to Hamburgh. The attentions, the respect, and the honours, he received in all the principal cities he passed through while on his journey, were unprecedented, perhaps, but certainly not unexpected, or unmerited: they proved only that the inhabitants of other countries than Britain, appreciated his merit equally with those of his own, and that partiality was totally unconcerned in the adoration, paid him by the latter.

Notwithstanding his lordship had landed at Trieste in the month of June, so weak was the condition of his health, that, added to the delays he unavoidably met with in his route, the month of October arrived ere he reached Hamburgh. The Queen of Naples herself accompanied him so far as Vienna, as though unwilling to quit, till the last moment, the society of the man, to whom she probably owed her existence, and to a certainty, the rank of sovereign, which she then held. On the eve of their quitting Palermo, her majesty presented his lordship with a picture of the king, having on the reverse the initials of her own name, the whole richly set with diamonds.

The attention paid to his lordship on his arrival at Vienna, by the most exalted personages at the

however, being at the time of the capture out of health, was not on board. The same cause which

to express the high sense of obligation I feel myself under to Captain Blackwood for his prompt and able conduct in leading the line of battle ships to the enemy; for the gallantry and spirit so highly conspicuous in him, and for his admirable management of the frigate. To your discriminating judgment it is unnecessary to remark of what real value and importance, such an officer must ever be considered to his majesty's service. The termination of the battle must be attributed to the spirited fire of the *Foudroyant*, whose captain, Sir Edward Berry, has justly added another laurel, to the many he has gained during the war. Captain Blackwood speaks in very high terms of the active and gallant conduct of Captain Long, of the *Vintrejo*, during the night. And I beg to mention the services of Captains Broughton and Miller. The crippled condition of the *Lion* and *Foudroyant* made it necessary for me, to direct Captain Blackwood to take possession of the enemy, take him in tow, and proceed to Syracuse.

I received the greatest possible assistance from Lieutenant Joseph Paty, senior officer of the *Lion*, and from Mr. Spence, the master, who, together with the other officers and ship's company, shewed the most determined gallantry. Captains Sir Edward Berry and Blackwood, have reported to me the same gallant and animated behaviour, in the officers and crews of their respective ships. I am sorry to say, that the three ships have suffered much in killed and wounded; and that the loss of the enemy is prodigious, being upwards of two hundred. I refer you to the enclosed reports for further particulars, as to the state of his majesty's ships, and have the honour to remain, Sir, &c. &c.

MANKLY DIXON.

P. S. The *Gullfiume Tell* is of the largest dimensions, and carries thirty-six pounders on the lower gun deck, twenty-four pounders on the main deck, twelve pounders on the quarter deck, and thirty-two carronades on the poop.

had prevented his being personally concerned in the encounter just mentioned, still continuing to operate against his assuming the active function of a naval commander, he was under the necessity of striking his flag, and proceeding to Trieste, from whence he passed to Hamburgh. The attentions, the respect, and the honours, he received in all the principal cities he passed through while on his journey, were unprecedented, perhaps, but certainly not unexpected, or unmerited: they proved only that the inhabitants of other countries than Britain, appreciated his merit equally with those of his own, and that partiality was totally unconcerned in the adoration, paid him by the latter.

Notwithstanding his lordship had landed at Trieste in the month of June, so weak was the condition of his health, that, added to the delays he unavoidably met with in his route, the month of October arrived ere he reached Hamburgh. The Queen of Naples herself accompanied him so far as Vienna, as though unwilling to quit, till the last moment, the society of the man, to whom she probably owed her existence, and to a certainty, the rank of sovereign, which she then held. On the eve of their quitting Palermo, her majesty presented his lordship with a picture of the king, having on the reverse the initials of her own name, the whole richly set with diamonds.

The attention paid to his lordship on his arrival at Vienna, by the most exalted personages at the

imperial court, had rarely been exceeded by that shewn to any visitor whatsoever. The emperor received him as a prince ; at Prague, that ever to be revered character, the Arch-duke Charles, treated him as his equal ; and the senate of Hamburgh, seemed to consider him as a person of superior order to themselves. In short, greater honours could not have been paid to him, though to have paid him less, would have been ingratitude. As to his reception in England, we shall content ourselves with repeating the unadorned account given of it, in the different journals and periodical publications of the day, remarking, that whatever a narrative so quoted may be deficient in what is called literary elegance, that defect is, almost invariably, fully compensated for, by its truth and precision.

“ His lordship landed at Yarmouth on the 6th of November, after an absence of three years. The instant he stepped on shore, the populace assembled in crowds to greet the gallant hero of the Nile, and taking the horses from his carriage, drew him to the Wrestlers Inn. The mayor and corporation immediately waited on his lordship, and presented him with the freedom of the town, which had been already voted to him for his eminent services. The infantry in the town paraded before the inn where he lodged, with their regimental band, paying every military honour, and firing *seux de joye* of musquetry and ordnance till midnight. The

corporation in procession, with a number of respectable officers of the navy, attended his lordship to church, to join in thanksgiving with him. All the ships in the harbour hoisted their colours, and every honour was paid him by the admiral of the fleet, Dickson, who endeavoured to evince, by every means in his power, his respect for him.

“On leaving the town, the corps of cavalry unexpectedly drew up, saluted, and followed the carriage not only to the town’s-end, but to the boundary of the county. On the 8th his lordship arrived in London, and alighted at Nerot’s Hotel, King-street, St. James’s. The noble peer, who was dressed in full uniform, with three stars on his breast, and two gold medals, was welcomed by repeated huzzas from the crowd, which the illustrious personage returned with a low bow. In his way to town, he stopped at the house of his father, who however had left it on the Friday for London, and the first interview between them, together with Lady Nelson, was in the hall of Nerot’s Hotel.

“On the 9th, being Lord Mayor’s day, his lordship was invited to the civic feast, and joined the cavalcade in its way to Guildhall. When the procession reached the top of Ludgate-hill, the mob took the horses from his carriage, and drew him to Guildhall, amidst repeated huzzas. All the way he passed along Cheapside, he was greeted by the ladies from the windows with their handkerchiefs, and the loudest acclamations. At six o’clock the

company sat down to a very sumptuous dinner. After the usual toasts had gone round, a very elegant sword, richly ornameoted, the haodle gold, with blue enamel, studded with diamonds, the guard supported with anchors, and the figure of a crocodile, as emblematical of the grand event, which had been voted to his lordship by the corporation, after the battle of Aboukir, was presented to him, with the following appropriate address, made by Mr. Clarke, the chamberlain of the city.

“ LORD NELSON,

“ In cheerful obedience to an unanimous resolution of the Right Honourable the Lord Mayor, aldermen, and commons of the city of London, in common council assembled, I present your lordship with the thanks of the court, for the very important victory obtained by a squadron of his majesty's ships under your command, over a superior French fleet, off the mouth of the Nile, on the 1st of August, 1798 : a victory splendid and decisive ; unexampled in naval history, and reflecting the highest honour on the courage and abilities of your lordship, and your officers, and the discipline and irresistible bravery of British seamen ; and which must be productive of the greatest advantages to this country, and to every part of the civilized world, by tending to frustrate the designs of our implacable enemy, and by rousing other nations to unite and resist their unprincipled ambition.

“ As a farther testimony of the high esteem which the court entertains of your lordship's public

services, and of the eminent advantages which you have rendered your country, I have the honour to present your lordship THIS SWORD.

“ The consequences of the action I am thus called upon to applaud, are perhaps unequalled in the history of mankind. A numerous army, which had triumphed in Europe over brave and veteran troops, commanded by officers of the most established reputation, landed in Egypt, under the command of him, who now sways the Gallic sceptre, with designs of the most ambitious and extensive nature. One of their objects, as acknowledged by themselves, was to annihilate by degrees the English East India trade, and finally to get into their possession the whole commerce of Africa and Asia. Such were the gigantic views of our implacable foe ; and such confidence had they in the fleet which conveyed them, and in the station it took on the coast of the devoted country, that it bade defiance to the whole navy of Britain ; but at this momentous period, the Almighty directed your lordship as his chosen instrument, to check their pride, and crush their force as a maritime power, during the present contest. The circumstances attending this grand display of providential interposition and British prowess, must interest the feelings of every Englishman. Had a space been chosen to exhibit to the world a struggle for superiority in nautical skill and personal valour, between the two greatest naval powers of the globe,

none could have been more happily selected. The three grand divisions of the antient world were witnesses ; and the shores which had beheld the destruction of the Persian navy by the Greeks, and the heroic acts of Sesostris, now resounded with the echo of British thunder. To your lordship belongs the praise of having added glory to such a scene. the heroes we applaud, would themselves have applauded us ; and he, who ages since led his three hundred against an almost countless host, might on that proud day have wished himself a Briton.

“ The thanks of your country, my lord, attend you ; its honours await you , but a higher praise than even these imply, is yours. In the moment of unexampled victory, you saved your country—in the next moment you did still more—you exemplified that virtue, which the heathen world could not emulate ; and in the pious *non nobis Domine !* of your modest dispatches, you have enforced a most important truth—that the most independent conqueror felt, in the most intoxicating point of time, the influence and protection of him, whom our enemies, to their shame and ruin, had foolishly and impiously defied. May that same power, my Lord, ever protect and reward you ; may it long, very long, spare to this empire so illustrious a teacher, and so potent a champion.”

“ To this speech the noble lord made the following short, but impressive reply :

“ SIR,

“ It is with the greatest pride and satisfaction I receive from the honourable court *this testimony* of their approbation of my conduct ; and with *this very sword* (holding it up in his left and remaining hand) I hope soon to aid in reducing our implacable and inveterate enemy to proper and due limits, without which this country can neither hope for, nor expect a solid, honourable, and permanent peace.”——NAV. CHRON. Vol. 4. p. 429.

Although these instances just recited, as being the honours paid him by a public body, claim precedence, yet they were at least equalled by those which he experienced from individuals of all ranks. Popularity certainly was never more justly, or more honestly acquired.

It might now have been expected by his countrymen, and all the rest of the world, that his lordship should have retired from the fatigues of public duty, for a short time at least. The services in which he had been engaged, had enervated his body indeed, but produced no effect on his mind. The necessities of his country appeared to require his presence and assistance, and his pulse beat too high with the true energetic feelings of a firm and honest patriot to allow his passing into retired or private life, while the flags of the enemies to his country flouted as it were in defiance of her. He was raised to the rank of Vice-Admiral of the Blue on the 1st of January, 1801, it being

view of the strength opposed to Great Britain by the northern confederacy, though perhaps the ostentatious pride of an Englishman may be discovered in the act. Opposed as the navy of Britain was, by all the southern maritime powers of Europe, it certainly displayed her magnanimous spirit, to give her character the most quiet of all names, that she should, environed as she was with foes, provoke as it were the encounter with new enemies. The navy of Denmark consisted of twenty-three ships of the line, not perhaps in the best condition for remote service, but certainly capable of action for home defence, with the trivial exception of one, or two only. Exclusive of these, she possessed upwards of thirty frigates and smaller vessels, independent of guard-ships. The navy of Sweden was not inferior in numbers, but far superior in point of equipment. Her navy consisted of eighteen ships of the line, fourteen frigates, sloops, and other vessels of war, together with seventy-four galleys, and smaller vessels, exclusive of gun-boats. The marine of Russia doubled the amount of both; it comprized eighty-two sail of the line, together with forty frigates, and a considerable number of smaller vessels; several ships of the line, however, were unfit for service. Of the force now stated, there were at Cronstadt, Revel, Petersburg, and Archangel, forty-seven sail of the line, but the whole of the Russian fleet was badly manned and officered. Notwithstanding Russia produces every species of naval stores, the

greatest part of the ships were in a very indifferent state of equipment.

Notwithstanding this important advantage, it was evident to every political observer, that the aggregate force of the northern confederacy would attain an height extremely formidable, if not injurious to Britain, provided the armaments belonging to the different countries could be once brought to act in unison, and concert with each other; but the difficulty of effecting that measure, the experience of all preceding ages, and the example of all former confederacies, very few of which succeeded in their projects, have fully proved.

Although the British nation appears to have roused her strongest energies, for the purpose of breaking by force of arms that league, which threatened to become so extremely dangerous to her, she still remained unwilling to draw the sword of war, while the smallest likelihood appeared to exist; that it could be permitted to remain peaceably and tranquilly within its scabbard, Mr. Vansittart, properly invested with a diplomatic character, preceded the arrival of the British fleet, and having reached Elsinour on board a frigate, bearing a flag of truce, on the 20th of March, a conference was immediately held by that gentleman, in conjunction with Mr. Drummond, the British minister at Copenhagen, with the Danish court. The demands on the part of

Britain, were the secession of Denmark from the northern alliance; the allowance of a free passage through the Sound to the British fleet, and an abandonment of the system of sending, in future, convoys for the protection of Danish merchant vessels. These proposals being rejected without hesitation, the British plenipotentiaries received passports for their return.

Such, however, was the existing force of that so long continued national connexion, which subsisted between the people of England and of Denmark, that although the government of both countries appeared at variance with each other, the people themselves seemed unwilling to become parties in the quarrel. Notwithstanding a positive order was officially issued in Copenhagen, for all persons in that city, and throughout the Danish dominions, who owed allegiance to the British government, to withdraw, very few felt themselves so far interested in the order, as to obey it; and in justice be it said, In no instance whatever was it known, that either the freedom of the person, or the safety of the property, was in the smallest degree violated.

It now appeared fixed beyond revocation, that the dernier resort, the appeal to arms, was resolved on; so the event proved; and the British fleet, during the night between the 22d and 23d of March, sailed from Anholt to Gilleleve, on the northern coast of Zealand, where it came to

anchor: even in this critical posture of affairs, Britain appeared willing, to the latest moment, to avoid encountering the miseries of war. On the 27th of March, Sir Hyde Parker, acting under the instructions he had received, and watching most correctly to ascertain the intention of Denmark, as to her future hostile or pacific conduct, dispatched a flag of truce to the governor of Cronenberg castle, with the following note:

“ From the hostile transactions of the court of Denmark, and sending away his Britannic majesty’s charge d’affaires, the commander in chief of his majesty’s fleet is anxious to know, what the determination of the Danish court is, and whether the commanding officer of Cronenberg castle has received orders to fire on the British fleet as they pass into the Sound, as he must deem the firing of the first gun a declaration of war, on the part of Denmark.

(Signed) HYDE PARKER.”

To this the subjoined answer was returned:

“ I have the honour to inform your excellency, that his majesty the king of Denmark did not send away the charge d’affaires, but that on his own demand he obtained a passport. As a soldier I cannot meddle with politics; but I am not at liberty to suffer a fleet, whose intention is not yet known, to approach the guns of the castle, which I have the honour to command. In case your excellency should think proper to

'make any proposals to the king of Denmark,' I wish to be informed thereof, before the fleet approaches nearer to the castle.

(Signed) "HEER STRICKER."

On the receipt of this note the British commander in chief immediately again addressed the governor.

"Finding the intentions of the court of Denmark to be hostile against his Britannic majesty, he regarded his excellency's answer as a declaration of war, and, therefore, agreeable to his instructions, could no longer refrain from hostilities, however reluctant it might be to his feelings. But, at the same time, the admiral would be ready to attend to any proposals of the court of Denmark, for restoring the former amity and friendship, which had for so many years subsisted between the two courts.

(Signed) "HYDE PARKER."

On the 30th of March, the wind having become favourable, the British fleet passed the Sound, the key of the Baltic; and notwithstanding the difficulty that had been previously apprehended by persons, who were fond of anticipating disasters, it was effected without the smallest injury to the British fleet*.

* The annexed account of the several transactions immediately preceding, and during the passage of the Sound, as it is certainly a most correct, so will it most probably prove, the most interesting transaction that could be given.

The scene of future contest was now open, and the prospect is described as wonderfully fitted

Early on the morning of the 18th of May, the admiral made the signal for seeing land; and on the 19th, about noon, we made the Scaw, which was the first general rendezvous of the fleet. The Scaw, or Scagen, is a low point of land, the most northerly of the peninsula of North Jutland. Apparently sandy and barren, distant from Marstrand island, on the Swedish shore, 11 or 12 leagues. On both these points the Danes and Swedes have erected light-houses; towards the support of which all vessels that pass the Sound, or enter the Swedish ports, are obliged to contribute. The passage between the Scaw lights and the Cattegat, is considered the entrance of the Cattegat.

At a period, when every delay, however trifling, must have been favourable to the northern coalition, and when it was well known that the Danes were making every possible effort to obstruct the passage of the Sound, and render Copenhagen inaccessible to the approach of our gun vessels, it excited a general surprise that our fleet did not pass the Cattegat with a strong N.W. wind, which was favourable, and that by lying to, and standing so many hours off the Scaw, the advantage should be lost resulting from expedition, and particularly so when the mildest winter known for many years in these climates, had left the passage of the Sound, and the navigation of the Baltic, completely open.

From the 21st to the 24th, we had, in general, foul winds, heavy falls of sleet, snow, and rain, which, added to a chilling cold, caused the officers and crews to suffer considerable fatigue. The Russell had parted from the admiral, in consequence of having been ordered to take the Tickler gun-brig in tow, on the 13th, and this circumstance had nearly caused her destruction: she having, in her endeavours to preserve this vessel during a dark and hazy night, been drifted on a lee-shore, where she would inevitably have perished, but for the unexampled exertions of the officers and crew,

to excite a variety of emotions, mixing, or succeeding each other, of the liveliest and most

During the negotiations that were carried on, previous to our passing the Sound, an incident occurred, which, though trivial in itself, may tend to point out the mode of thinking then prevalent at the court of Denmark, and the perfect state of security in which the Danes considered themselves at the time. An officer of distinction, high in favour with the prince, came on board the admiral, with a verbal answer to one of our proposals; and finding some difficulty in expressing, with sufficient accuracy, the sentiments of his court, was requested to communicate them in writing. The pen which had been brought for this purpose happening to be ill-pointed, he held it up, and observed with a sarcastic smile to those about him, "If your guns are not better pointed than your pens, you will make little impression on Copenhagen."

Scarcely had the admiral declared his intention of forcing the passage of the Sound, when he was induced to relinquish it, by the suggestions of some ignorant and designing pilots, who, from motives of fear or interest, had considerably exaggerated the difficulties and dangers of the enterprise, and had represented, as much more practicable and less hazardous, the circuitous passage of the Great Belt. The vague and inaccurate accounts that had been communicated respecting the preparations of the Swedes, and the strength of Helsingberg castle, where, as it has since appeared, there were mounted only eight effective guns of small calibre; the difficulties in an hostile country of repairing the calamities that might be expected in passing the enemy's forts; the disadvantage of a southerly wind, with some other important considerations; and perhaps some secret prudential motives, appeared to fix the determination of the English admiral. The 26th, at day break, the fleet got under weigh, and stood to the westward, for the purpose, as it was generally believed, of passing the Great Belt. Captain Murray of the *Edgar*, an active and intelligent officer, who,

affecting nature ; a splendid theatre appeared for war and victory ; but the face of nature, and the

the preceding summer had surveyed this entrance to the Baltic, with a degree of accuracy hitherto unknown, proffered his services to lead the fleet. It was now concluded, from the high opinion of this officer's professional abilities, and the facility with which the passage might be effected, in a place where the Danes had but one guard-ship, his offers would be accepted ; but they were not. On the 26th and 27th, several vessels from the Baltic, under Prussian colours, passed the Sound ; and were permitted to proceed, although it was known that Prussia was acting hostilely against Great Britain at that time. The order given on the 28th to prepare for battle, an order always received by British tars with acclamations of joy, at length relieved us from a state of despondency ; and, together with some previous manœuvres of the admiral, convinced us that the passage of the Sound was decided upon. Nothing but the appointment of a popular leader was now wanting, to maintain and direct to the accomplishment of an enterprize, that spirit of heroic enthusiasm which served to pervade every bosom ; and fortunately for the English nation this service was allotted to the Hero of the Nile, who had so often led the British tars to glory.

The afternoon of the 29th was principally employed in clearing the ships for action, which was done with an alacrity and expedition unexampled in the history of naval events ; and it now remained to overthrow, by the force of cannon, a popular error, which all the power of reasoning could never have removed. It had long been a received opinion in Europe, that the possession of Cronenberg castle gave to the Danes an uncontrouled command of the passage of the Sound ; and the Danes seem to have so far adopted this opinion, and to have profited by the imaginary advantage of their situation, that for more than a century they have exercised the undisputed right of levying contributions on all vessels, in proportion to the value of the

recollection of a common interest, a common religion, and a common origin, or character, with

cargo, trading to and from the Baltic. The tacit assent given by the European powers to this flagrant imposition, apparently justified by the sanction of time, so far confirmed the Danes in the validity of this opinion, that they considered any augmentation to the works as superfluous; and relying on the co-operation of the Swedes, had neglected, by floating batteries, to render the approach of the English more difficult than otherwise it might have been. The wind being as favourable as the most sanguine expectation could desire, the admiral, to the inexpressible joy of the whole fleet, made, on the morning of the 30th, the signal to weigh and form the order of battle. The nomination of the conqueror of Aboukir to lead the van division, seemed already an happy presage of victory, and diffused a spirit of confidence and emulation, which the name of Nelson never fails to excite among British seamen. Sir Hyde Parker acted with his division in the rear, as a *corps de reserve*. Such was the promptitude displayed in executing the orders to form a line, and to engage, that at half past six the Monarch, appointed to lead the fleet, was so far advanced, that the enemy commenced a heavy and well-supported fire, from the whole line of their positions, which was instantaneously returned from the leading ships, and from some of those of the centre and rear divisions.

No one circumstance during the operations of this memorable day contributed so efficaciously towards their ultimate success as the silence of the Swedish batteries. What might have been the motives that determined the conduct of Sweden on this occasion, whether a secret misunderstanding between the courts of Stockholm and Copenhagen, or apprehensions that the town of Helsingberg would meet a fate similar to that of Elsinore, it is impossible to determine; but certain it is, that not a single shot was fired on the part of the Swedes; and at half past ten, every ship had passed the Sound without having

the nations on the shores of the Baltic, could not but impress every intelligent and feeling mind with sentiments of regret; these in the midst of all the apparatus, and almost in the very throat of war, tend, in some sort and degree, to harmonize the mind to peace and concord. Nothing in the northern parts of Europe, or of Asia, presents a prospect equal to the channel of the Sound, the territory of Denmark on the right, the islands of Saltholm and Amak, with part of Zealand, and the capital of the kingdom, Copenhagen, nearly in front.

On the coast of Denmark appears a continued succession of rich plains, woods, meadows, superb mansions, neat villas, pleasant gardens, adorned with all the embellishments of art; while the Swedish shore exhibits excellent pastures, a mountainous and picturesque coast. The island of Nuen, celebrated for the observatory of Tycho Brahe, arrests the attention of the passing voyager. To the eye, looking back from thence, the fortresses of Elsineur, Cronenberg, and Helsingburg, seem to unite, and to bound on

sustained the slightest casualty, except six or seven men killed or wounded on board the *Isis*, by the bursting of one of her lower deck guns.

Thus vanished, like the baseless fabric of a vision, that chimæra, on which the Danes had founded a most lucrative imposition, and obliged the captains of English merchantmen to submit to insults, and rude injustice, that ought never again to be tolerated.

the north, a vast lake ; but as soon as it advances, it discovers the sea, and the whole extent of the plain of Copenhagen ; its port filled with vessels, and its cultivated environs. On the side next the sea this city presents itself in all its magnificence. It is visible at the distance of several miles. The gothic towers with which it abounds, and which, from a distance, form a majestic appearance, engage and fix the attention of the spectator, by the height of their spires, as well as by the variety of the ornaments with which they are decorated. The number of inhabitants exceeds eighty thousand. It contains the principal fortress of the country, the fleet, the marine arsenals, the only university in Denmark, several academies, a superb library, a veterinary school, a school for cadets in the sea and land service, a museum containing a great variety of rare and curious objects, a number of fine edifices, statues, and monuments of every kind. The streets are for the most part broad, and well paved. There are excellent footways, as in London, and *everywhere* the signs of comfort, wealth, and magnificence. The garrison, in time of peace, consists of six regiments of infantry, the foot guard, the horse guard, a corps of artillery, a corps of marines, amounting in the whole to about ten thousand men ; to which may be added the city militia, the chief officers of which are appointed by the King, and rank among the offi-

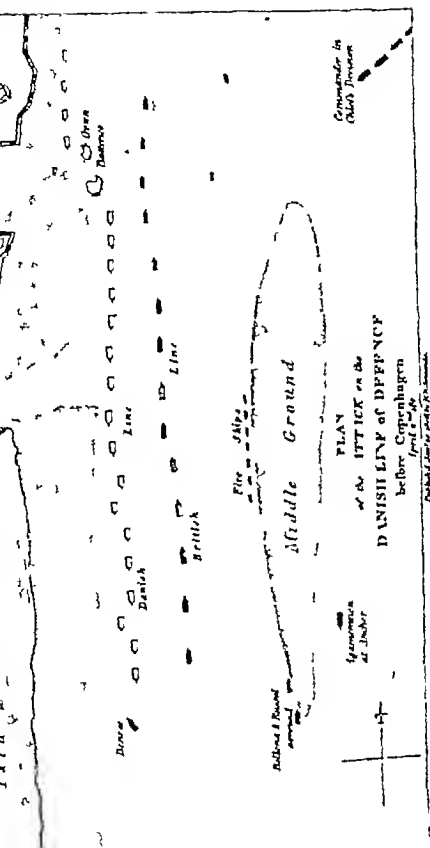
cers in the army. The fortress of Frederickstadt, supported on one side by the batteries of one of the arsenals, defends the entrance of the harbour, where there is besides another battery, and where, in case of necessity, a number of flat-bottomed boats and floating batteries may be stationed, as in fact they were in the present juncture. Such was the city, the capital of a congenial and long friendly nation, that was now pointed out as an object of attack to the British navy.

The first apparent difficulty being overcome, the second, certainly the most important, instantly presented itself; it was no less than the attack of the capital of Denmark, as has been already observed, the city of Copenhagen. As on the success of this enterprize the event of the campaign solely depended, so were the most industrious and active means used to ensure it. Lord Nelson, with that ardour which ever characterized his conduct, voluntarily stood forth to encounter with his best exertions of mind and body, the apprehended danger. The offer of his services was accepted, and the command of the squadron selected for the attack, conferred on him. The necessary position to be taken upon the occasion, together with the passage to it, were very little known, and extremely intricate; but it is the part of great men to overcome such impediments. His lordship personally attended to every

preparatory measure, he saw the soundings accurately made under his own eye and observation, and the several huoy's laid, which were to direct the passage of his fleet: the fatigue was excessive, and had nearly proved too grievous for his lordship's delicate constitution, and infirm state of health; his ardour and zeal, however, enabled him to overcome every obstacle; and having arranged all these necessary preparatory measures, he is said, with that truly christian spirit of devotion, which marked every action of his life, to have exclaimed, "Thank God, for having enabled me to get through this difficult and fatiguing part of my duty, which has really worn me down, and is infinitely more grievous to me, than any resistance I can experience from an enemy."

According to the plan of operations arranged between his lordship and the commander in chief, the former was to proceed with twelve ships of the line, all the frigates, bomb ketches, fire-ships, and other vessels, to Draco Point, a short distance from Copenhagen, for the purpose of making his last dispositions for the attack, and waiting for a favourable wind to the southward, to effect that purpose. The commander in chief, it was agreed, was to weigh anchor with his division, at the same time his lordship proceeded to the attack, and menace, by his advance, the crown batteries, together with four ships, or hulks that





Commander in
Chief's Flag

Open
Battery

Danish

Danish

Line

Line

Battery

Fire Ship

Middle Ground

Batteries & Round
about

PLAN

of the ATTACK on the

DANISH LINE OF DEFENCE

before Copenhagen

April 2nd 1801

Published by order of the Admiralty

Commander in
Chief's Flag



lay near it, for the protection of the arsenal, as well as to cover any vessels that might have the misfortune to be disabled, in his lordship's attack.

On the second of April the signal for that encounter, which was to decide the destruction of the northern confederacy, or the humiliation of England, was displayed by his lordship.* The

* The following orders were given for the attack :

As Vice-Admiral Lord Nelson cannot with precision mark the situation of the different descriptions of the enemy's floating batteries and smaller vessels, lying between their two-deck ships and hulks, the ships which are to be opposed to the floating batteries, &c. will find their stations by observing the stations of the ships to be opposed to the two-decked ships and hulks.

LINE OF BATTLE.

These ships are to fire in passing on to their stations.	{	Edgar, Ardent, Glatton, Isis, Agamemnon,*	}	Are to lead in suc- cession.
--	---	---	---	---------------------------------

The Edgar to anchor abreast of No. 5 (a sixty-four gun ship hulk). The Ardent to pass the Edgar and anchor abreast of No. 6 and No. 7. The Glatton to pass the Ardent and anchor abreast of No. 9 (a sixty-four gun ship hulk). The Isis to anchor abreast of No. 2 (a sixty-four gun ship hulk). The Agamemnon to anchor abreast of No. 1.

Bellona,*

Elephant,

Ganges,

Monarch,

Defiance,

Russell,*

Polyphemus,

}

To take their station and anchor as is pre-
scribed by the following arrangements.

particulars, and the events which took place, and to which it gave birth, are most accurately and

Memorandum. No. 1 begins with the enemy's first ship to southward.

No.	Tons.	Supposed number of guns mounted on one side.	
2	74	28	Agamemnon.* Desirée is to follow Agamem- non, and take No 2.
2	64	26	
3	{ Low floating batteries, ship-rigged, rather lay within the line.		{ It is hoped the Desirée's fire will not only rake No 1, but also rake these 2 floating barte- ries. Capt. Rose is to place the 6 gun-brigs so as to rake them also
4			
5	64	27	Edgar.
6	Pontoon	10	Ardent.
7	Frigate hulk	12	
8	{ Small, no guns visible 64		Glatton.
9			
10	{ Ship gun-boat of 12 guns Pontoons, or Floating batteries		{ Bellona,* to give her attention to support the Glatton.
11			
12			
13	74	36	Elephant.
14	{ Pontoons, or Floating batteries		Ganges.
15			
16	64	30	Monarch.
17	64	30	Defiance.
18	64	30	Russet.*
19	64	30	Polyphemes.
20	{ A small ship, supposed to carry a bomb		11

Ships marked thus (*) were not in action, being on shore, though, from their situation, they were exposed to the enemy's fire.

The six gun-boats, Captain Rose is to place with the Jamaica, to make a raking fire upon No. 1. The gun-boats, it is presumed, may get far enough astern of No. 1 to take

concisely given, in the official report made by his lordship to the commander in chief. It is necessary only to observe, that as the situation of the enemy was formidable in the extreme, so was the

Nos. 3 and 4; and Captain Rose is to advance with the ships and vessels under his orders, to the northward, as he may perceive the British fire to cease where he is first stationed.

Nos. 1, 2, 3, and 4 being subdued, which is expected to happen at an early period, the Isis and Agamemnon are to cut their cables, and immediately make sail and take their stations a-head of the Polyphemus, in order to support that part of the line. One flat boat, manned and armed, is to remain on the off side of each line of battle ship. The remaining flat boats, with the boats for boarding, which will be sent by Admiral Sir Hyde Parker, under the command of a first lieutenant of the London, are to keep as near to the Elephant as possible, but out of the line of fire, and to be ready to receive the direction of Lord Nelson.

The four launches, with anchors and cables, which will be sent by Admiral Sir Hyde Parker, under the command of a lieutenant of the London, to be as near the Elephant as possible, out of the line of fire, ready to receive orders from Vice-Admiral Lord Nelson.

The Alcmene, Blanche, Arrow, Dart, Zephyr, and Otter fire-ships, are to proceed under the orders of Captain Riou, of the Amazon, to perform such service as he is directed by Lord Nelson.

The Agamemnon could not weather the shoal, and was not in action. The Polyphemus could not get further than No. 1, so that Nos. 14, 15, 16, 17, 18, 19, and 20, were opposed to the Elephant, Ganges Monarch, Amazon, Blanche, Alcmene, and Arrow; added to which, there were two batteries on shore, one mounting thirty-six brass twenty-four pounders, and four mortars; the other fifty-two brass twenty-four pounders.

resistance most gallant and determined. Lord Nelson himself bore the most decided testimony, of the high opinion with which the bravery of the defenders had impressed him; he has been known to declare repeatedly, that the attack of Copenhagen was, of all the encounters in which he had ever been engaged, the most tremendous.

During that pause of action, which, as we shall presently see, took place in the afternoon of the day of attack, he declared to Colonel Lindholm, aid-du-camp to the Crown Prince, who waited on him with a message respecting a flag of truce which he had sent, that "the French fought bravely, but that they could not have stood an hour, the fight which the Danes maintained for four: I have been, said his lordship, in one hundred and five engagements, in the course of my life, but that of to-day was the most terrible of all." *

* The British official dispatches relative to the attack on Copenhagen.

"SIR, "Copenhagen Roads, April 6, 1801.

"You will be pleased to acquaint the Lords Commissioners of the Admiralty, that since my letter of the 23d of March, no opportunity of wind offered for going up the Sound until the 25th, when the wind shifted in a most violent squall from the S. W. to N. W. and north, and blew with such violence, and with so great a sea, as to render it impossible for any ship to have weighed her anchor. The wind and sea were even so violent as to oblige many ships to let go a second anchor to prevent them from driving, notwithstanding they

Nothing indeed, without the slightest suspicion of flattery be it said, could exceed the firmness

were riding with two cables an end; and, by the morning, the wind veered again to the southward of the west. On the 30th of last month, the wind having come to the northward, we passed into the Sound with the fleet, but not before I had assured myself of the hostile intentions of the Danes to oppose our passage. After anchoring about five or six miles from the island of Huin, I reconnoitred with Vice-Admiral Lord Nelson, and Rear-Admiral Graves, the formidable line of ships, radeaus, pontoons, galleys, fire-ships, and gun-boats, flanked and supported by extensive batteries on the two islands called The Crowns; the largest of which was mounted with from 50 to 70 pieces of cannon; these were again commanded by two ships of 70 guns, and a large frigate in the inner road of Copenhagen and two 64 gun ships (without masts), were moored on the flat, on the starboard side of the entrance into the arsenal. The day after, the wind being southerly, we again examined their position, and came to the resolution of attacking them from the southward. Vice-Admiral Lord Nelson, having offered his services for conducting the attack, had, some days before we entered the Sound, shifted his flag to the Elephant; and after having examined and buoyed the outer channel of the middle ground, his lordship proceeded with the twelve ships of the line named in the margin,* all the frigates, bombs, fire-ships, and all the small vessels, and that evening anchored off Draco Point, to make his disposition for the attack, and wait for the wind to the southward. It was agreed between us, that the remaining ships with me should weigh at the same moment his Lordship did, and menace the Crown batteries, and the four ships of the line that

* Elephant, Defiance, Monarch, Bellona, Edgar, Russel, Ganges, Glatton, Isis, Agamemnon, Polyphemus, Ardent.

and intrepidity displayed by the Danes, and never was there perhaps any situation whatever,

lay at the entrance of the arsenal; as also to cover our disabled ships as they came out of action.

I have now the honour to enclose a copy of Vice-Admiral Lord Nelson's report to me of the action on the 2d instant. His lordship has stated so fully the whole of his proceedings on that day, as only to leave me the opportunity to testify my entire acquiescence and testimony of the bravery and intrepidity with which the action was supported throughout the line. Was it possible for me to add any thing to the well earned renown of Lord Nelson, it would be by asserting, that his exertions, great as they have heretofore been, never were carried to a higher pitch of zeal for his country's service. I have only to lament that the sort of attack, confined within an intricate and narrow passage, excluded the ships particularly under my command from the opportunity of exhibiting their valour; but I can with great truth assert, that the same spirit and zeal animated the whole of the fleet; and I trust that the contest in which we are engaged, will, on some future day, afford them an occasion of showing that the whole were inspired with the same spirit, had the field been sufficiently extensive to have brought it into action.

It is with the deepest concern I mention the loss of Captains *Moss* and *Rieu*, two very brave and gallant officers, and whose loss, as I am well informed, will be sensibly felt by the families they have left behind them; the former a wife and children, the latter an aged mother. From the known gallantry of Sir Thomas Thompson on former occasions, the naval service will have to regret the loss of the brave exertions of that brave officer, whose leg was shot off. For all other particulars, I beg leave to refer their Lordships to Captain Otway, who was with Lord Nelson in the latter part of the action, and able to answer any questions that may be

that called it forth more imperiously. The encounter took place in the presence of a Prince

thought necessary to put to him. A return of the killed and wounded you will receive herewith.

I have the honour to be, &c.

H PARKER.

“ Sir, “ Elephant, off Copenhagen, 3d April, 1801.

“ In obedience to your directions to report the proceedings of the squadron named in the margin,* which you did me the honour to place under my command, I beg leave to inform you, that having, by the assistance of that able officer, Captain Riou, and the unremitting exertions of Captain Brisbane, and the masters of the Amazon and Cruiser, in particular, buoyed the channel of the Outer Deep, and the position of the middle Ground, the squadron passed in safety, and anchored off Draco the evening of the first; and that yesterday morning I made the signal for the squadron to weigh, and to engage the Danish line, consisting of six sail of the line, eleven floating batteries; mounting from twenty-six twenty-four pounders, to eighteen eighteen pounders, and one bomb ship, besides schooner gun-vessels. These were supported by the Crown Islands, mounting eighty-eight cannon, and four sail of the line moored in the harbour's mouth; and some batteries on the island of Amak. The bomb-ship and schooner gun-vessels made their escape, the other seventeen sail are sunk, burnt, or taken, being the whole of the Danish line to the southward of the Crown Islands, after a battle of four hours:

* Elephant, Defiance, Monarch, Bellona, Edgar, Russel, Ganges, Glatton, Isis, Agamemnon, Polyphemus, Ardent, Amazon, Desirée, Blanche, Alcimene; sloops, Dart, Arrow, Cruiser, and Harpy; fire-ships, Zephyr and Otter; bombs, Discovery, Sulphur, Hecla, Explosion, Zebra, Terror, and Volcano.

beloved and adored; in the very front and view of the metropolis, where the parents,

. From the very intricate navigation, the *Bellona* and *Rus-
sel* unfortunately grounded; but although not in the situation assigned them, yet so placed as to be of great service. The *Agamemnon* could not weather the shoal of the middle, and was obliged to anchor; but not the smallest blame can be attached to Captain Fancourt; it was an event to which all the ships were liable. These accidents prevented the extension of our line by the three ships before mentioned, who would, I am confident, have silenced the Crown Islands, the two outer ships in the harbour's mouth, and prevented the heavy loss in the *Defiance* and *Monarch*, and which unhappily threw the gallant and good Captain Riou (to whom I had given the command of the frigates and sloops named in the margin,* to assist the attack of the ships at the harbour's mouth,) under a very heavy fire; the consequence has been the death of Captain Riou, and many brave officers and men in the frigates and sloops. The bombs were directed and took their stations abreast of the *Elephant*, and threw some shells into the arsenal. Captain Rose, who volunteered his services to direct the gun-brigs, did every thing that was possible to get them forward, but the current was too strong for them to be of service during the action; but not the less merit is due to Captain Rose, and, I believe, all the officers and crews of the gun-brigs, for their exertions. The boats of those ships of the fleet, who were not ordered on the attack, afforded us every assistance; and the officers and men who were in them, merit my warmest approbation. The *Desirée* took her station in raking the southermost Danish ship of the line, and performed the greatest service.

The action began at five minutes past ten. The van, led by Captain George Murray of the *Edgar*, who set a noble ex-

* *Blanche, Alcmene, Dart, Arrow, Zephyr, and Otter.*

the children, the relatives, and friends of the defenders, were not only spectators of their gallant

ample of intrepidity, which was as well followed up by every Captain, officer, and man in the squadron. It is my duty to state to you the high and distinguished merit and gallantry of Rear-Admiral Graves. To Captain Foley, who permitted me the honour of hoisting my flag in the *Elephant*, I feel under the greatest obligations, his advice was necessary on many important occasions during the battle. I beg leave to express how much I feel indebted to every Captain, officer, and man, for their zeal and distinguished bravery on this occasion. The Honourable Colonel Stewart did me the favour to be on board the *Elephant*; and himself, with every other officer and soldier under his orders, shared with pleasure the toils and dangers of the day: The loss in such a battle has naturally been very heavy. Amongst many other brave officers and men who were killed, I have, with sorrow, to place the name of Captain Mosse, of the *Monarch*, who has left a wife and six children to lament his loss; and, among the wounded, that of Captain Sir Thomas B. Thompson, of the *Bellona*.

I have the honour to be, &c.

NELSON and BRONTE.

KILLED.

Officers,	20
Scamen, Marines, and Soldiers,	234—254

WOUNDED.

Officers,	48
Seamen, Marines, and Soldiers,	651—689

Total killed and wounded, 943

Sir Hyde Parker, knight, who is now living, was the second son of Vice-Admiral Sir Hyde Parker, baronet; he entered into the naval service of his country when very young, under the auspices and protection of his father; and after having served

conduct, but actually depended on it as their sole hope, refuge, and protection, from the fury of their

as a petty officer on board the *Squirrel*, was removed into the *Brilliant*; in which ship he was promoted to the rank of Lieutenant, on the 25th of January, 1758. From this ship he accompanied his father, in the same capacity, on board the *Norfolk*, then under orders for the East Indies, and having arrived there, was very rapidly promoted to the rank of Post-Captain, by commission bearing date July 18th, 1763. The ship he took the command of on this occasion is said, by Mr Hardy, to have been the *Bellaine*, though no such ship appears on the list of the royal navy. From this period till the year 1775 the naval annals are silent concerning this gentleman; in the latter year, however, we find him appointed to the *Phoenix*, in which ship he almost immediately proceeded to North America, where he distinguished himself in various petty encounters in a most eminent degree, and most particularly, when having, on the 9th of Oct. 1, 76, been detached with the *Roebuck* and *Tartar* under his orders, to force a passage, if possible, above the American works at Jeffry's Hook, on York Island, he, notwithstanding the very great obstacles which the enemy had prepared to counteract his endeavours, so gallantly conducted the force under his command, in which he was bravely seconded by the officers and men under his orders, that he completely overcame all difficulties. For his conduct on this occasion, his Majesty was pleased to confer on him the honour of knighthood. Though Sir Hyde continued in active service in the same ship for the two succeeding years, nothing particularly interesting occurred to raise his character higher than it already was and the *Phoenix* being in want of a complete repair, he returned in her to England at the beginning of the year 1779.

Sir Hyde still retained the command of the same ship, and it having been put in a state of complete repair, he was ordered at the close of the year to Jamaica, for which

assailants. The feelings of all ranks were, as may easily be conceived, wound up to the high-

place he sailed in the month of December, in company with Sir George, afterwards Lord Rodney, who was destined for Gibraltar. Sir Hyde having parted company, proceeded with the convoy, which had been consigned to his charge, to the place of his destination, and having seen it safe into port, continued to cruise in those seas till the month of October, with considerable success against the enemy.

A tremendous hurricane, which in the month last mentioned almost laid waste the whole of the islands in that quarter of the world, proved fatal to the *Phoenix*. She was wrecked on the island of Cuba, after having received the greatest injury during the tempest; of the crew, twenty were unfortunately washed overboard with the main mast; all the remainder, together with Sir Hyde, amounting to two hundred and forty persons, reached the shore in safety. In this disastrous and trying situation, the abilities of the commander shone conspicuous; by his exhortations the survivors were animated to use every exertion for their preservation, not only from their immediate evils, but from those they might naturally apprehend. They were cast on a shore in the possession of their enemies, and a fate not much superior to that which they had so narrowly escaped, was the probable consequence of their being discovered. To remedy, however, and prevent as far as possible, any such disaster from happening to them, Sir Hyde Parker, with indefatigable industry, caused a temporary fortification to be erected, and having procured some cannon, together with ammunition, from the wreck, caused them to be mounted in the best manner he could, so as to command the approach of the enemy. He had also the precaution to send off immediately after the accident happened, his first lieutenant, Mr. Archer, in one of the ship's boats, to Jamaica, for assistance, and had the good fortune, in seven days after the loss of the ship, to have his anxiety for his brave companions in distress

est pitch of sensibility; but the fears, the hopes, and the presages of the individual, were lost in

alleviated, by the arrival of vessels from the latter island, which conveyed them in safety to Montego Bay, which they reached on the 15th of the same month.

Soon after the above unfortunate event, Sir Hyde arrived in England, and was appointed to the *Goliath*, of seventy-four guns, a ship then under equipment for the Channel service. In this command he accompanied Lord Howe in the month of September, 1782, on the expedition for the relief of Gibraltar, and in the partial encounter which took place on that occasion between the British fleet and the combined armament of France and Spain, led the van, and had four men killed, with one of his lieutenants, and the master, together with fourteen seamen or marines, wounded. Peace taking place soon after this period, Sir Hyde returned to England in the *Goliath*, and again sailed to Gibraltar on the 14th of October, 1783: on his second return from thence, the *Goliath* being stationed as a guard-ship at Portsmouth, he retained the command of her during the customarily allotted period.

On the apprehended rupture with France in the year 1787, Sir Hyde was appointed to the *Orion*, of seventy four guns; but the point in dispute being soon adjusted, the *Orion* was put out of commission, and Sir Hyde became unemployed. He continued in retirement from the service till the month of May, 1790, when he received the command of the *Brunswick*, of seventy four guns, on the prospect of a rupture with Spain; but this storm soon subsiding like the preceding, Sir Hyde again resigned his command.

Hostilities having commenced against France in the year 1793, Sir Hyde was, on the 1st of February, promoted to the rank of rear admiral of the white, and accepted the station of first captain to vice-admiral Lord Hood, who was appointed chief in command in the Mediterranean; he accordingly pro-

the general concern; and the magnitude of the stake directed the minds of all to one point only.

ceeded with him thither in the Victory, from which ship he some time afterwards removed into the St. George, and hoisted his flag as commander of a squadron. On the 12th of April, 1794, he was advanced to be rear-admiral of the red, and on the 4th of June following, to be vice-admiral of the blue. Not long after he had been raised to the latter rank, he was present at the partial encounter with the French fleet, in which engagement the *Ca Ira*, of eighty guns, and the *Censeur* of seventy-four, became prizes to Admiral (since Lord) Hotham, who had succeeded to the command in the Mediterranean. On the 1st of June subsequent to the above engagement, Sir Hyde was further advanced to be vice-admiral of the red. No other very remarkable occurrence happened during this gentleman's service in those seas, except a second trivial skirmish with the French squadron, on the 13th of July, succeeding his last promotion, in which *l'Alcide*, of seventy-four guns, surrendered, but was afterwards unfortunately blown up.

Sir Hyde returned to England in the year 1796, and was very soon afterwards appointed to the Jamaica station, where, by the judicious arrangement of his cruisers, he most materially annoyed the trade of the enemy. Having remained on this station for the space of three years, he returned to England, and was almost immediately appointed to a command in the Channel fleet. Nothing interesting occurred in this species of service, neither are there any further particulars worth noticing till his appointment to the chief command of the fleet destined for the Baltic, on which occasion he hoisted his flag on board the *London*. His conduct on this service was deserving of the highest encomiums. After the conclusion of the treaty, which the memorable engagement at Copenhagen produced, Sir Hyde struck his flag, since which time he has not occupied any active situation in the

judgment were gloriously displayed in the sight of his people, and of Europe, to the humblest

every difficulty that occurred, with the greatest intrepidity and firmness of mind.

On his return from this expedition, he sailed for America, where his uncle, Admiral Samuel Graves, held the chief command. On this station he, on a great variety of petty encounters, fully established that fame, the germe of which had disclosed itself at his first outset in the service of his country. One particular instance, as it relates personally to himself, is here selected, as, perhaps, it affords the best criterion of his natural courage. While Mr. Graves was scarcely recovered from some wounds which he had received in burning of a vessel, and was employed in a gun-boat at Noddle's Island, opposite Boston, an American boldly left his companions and came forward, as if in direct challenge to the English: Mr. Graves, whose natural courage was roused by the daring insult, as he deemed it, instantly procured a musquet and bayonet, and stepped forward to meet him. When he had approached his antagonist within about fifty yards, the American seemed to decline the contest, which Mr. Graves perceiving, invited him to approach, stimulating him with the observation, that the eyes of the two parties were upon them, and anxiously watched the result, and that as he gave the challenge, so it was his place to advance and choose his distance. This exhortation proving, however, of no avail, Mr. Graves pressed on towards the American, who appeared motionless, but in his eagerness fell into a swamp. An advantage immediately was taken of this accident, and his intended opponent fired his musquet, the ball of which narrowly missed Mr. Graves, who, after firing his own without effect, was obliged to retire, many of the enemy having by this time joined their companion. It was not without considerable danger, our intrepid countryman effected his retreat, and he was annoyed by the fire of the whole party.

Danish valour, in the brightest periods of their history, shone out with more distinguished lustre.

frigate, then sitting out at Halifax ; but preferring a more active line of service, declined accepting the command of her, and proceeded in the Bedford to the West Indies, on board which ship Commodore Affleck hoisted his broad pendant, which bore a most distinguished share in the encounter between Sir Samuel (now Lord) Hood, and the Count de Grasse, on the 25th of January, 1782, in Basse Terre road ; indeed in so great a degree was the Bedford conspicuous on this occasion, as to be particularly noticed by the commander in chief. The 12th of April following added fresh honours to the brow of Captain Graves, and raised his reputation, for intrepid courage and ability as an officer, still higher, if possible, than before. After the arrival of admiral Pigot, who succeeded Lord Rodney as commander in chief, when the fleet had proceeded to America in the autumn of 1782, Captain Graves quitted the Bedford and took the command of the *Magicienne*, of 32 guns, the same he had before been appointed to ; and in this frigate he was employed in protecting different convoys to and from the West Indies. While on this service, tedious to an active mind, it was his fortune to have an opportunity of distinguishing himself by an encounter, as desperate as any that had happened during the whole war. On the 2d of January, 1783, he fell in with the *Sybille* French frigate, of 40 guns, having on board, besides her own complement, 350 seamen belonging to the *Scipion*, which had been stranded in Samana bay ; and another small ship of 24 guns : the latter vessel soon struck, but took advantage of the disabled state of the *Magicienne* to get off. Captain Graves had sustained so severe an action with the large frigate, that he had not a mast standing ; and though the enemy's fire was almost silenced, and an immediate conquest was expected, the *Sybille* being to windward, made her escape, although

Danish valour, in the brightest periods of their history, shone out with more distinguished lustre.

frigate, then sitting out at Halifax ; but preferring a more active line of service, declined accepting the command of her, and proceeded in the Bedford to the West Indies, on board which ship Commodore Affleck hoisted his broad pendant, which bore a most distinguished share in the encounter between Sir Samuel (now Lord) Hood, and the Count de Grasse, on the 25th of January, 1782, in Basse Terre road ; indeed in so great a degree was the Bedford conspicuous on this occasion, as to be particularly noticed by the commander in chief. The 12th of April following added fresh honours to the brow of Captain Graves, and raised his reputation, for intrepid courage and ability as an officer, still higher, if possible, than before. After the arrival of admiral Pigoz, who succeeded Lord Rodney as commander in chief, when the fleet had proceeded to America in the autumn of 1782, Captain Graves quitted the Bedford and took the command of the *Magicienne*, of 32 guns, the same he had before been appointed to ; and in this frigate he was employed in protecting different convoys to and from the West Indies. While on this service, tedious to an active mind, it was his fortune to have an opportunity of distinguishing himself by an encounter, as desperate as any that had happened during the whole war. On the 2d of January, 1783, he fell in with the *Sybille* French frigate, of 40 guns, having on board, besides her own complement, 350 seamen belonging to the *Scipion*, which had been stranded in Samana bay ; and another small ship of 24 guns : the latter vessel soon struck, but took advantage of the disabled state of the *Magicienne* to get off. Captain Graves had sustained so severe an action with the large frigate, that he had not a mast standing ; and though the enemy's fire was almost silenced, and an immediate conquest was expected, the *Sybille* being to windward, made her escape, although

The daring pirates of the ninth and tenth centuries did not exhibit greater intrepidity and

with the utmost difficulty. The loss of life and property, on board the *Magicienne*, was very great, for, though her original complement was 220 men, she had, at the time of her engagement, only 152 of these 33 were killed and wounded; among the former were three officers and 160 men; in the latter were two officers, including 2 of the marines.

An eye witness of the action speaks in the highest terms of paregryic on the intrepidity of Captain Graves, whose zealous aidour was such as to induce him to transfer to the smaller frigate, which he first encountered, that he carried away her studding sail boom from her yard-arm; and when she had struck, declining to take possession of her prizes, sent a prize, when a more noble one was in view, he went after the *Sabille*, ran her also on board, and gave her at the same time a most tremendous and destructive fire.

This was the last encounter in which Mr. Graves was engaged during the war, at the termination of which he retired from active service; and though he repeatedly made the most every application for employment, continued without obtaining any command till the year 1800, when he was appointed to the *Comberland*, of 74 guns, and joined the fleet in the spring under the orders of the Earl of St. Vincent. On the 1st of Jan. 1801, Captain Graves was ordered to a cruise of several months of the winter, and in March following he sailed on board the *Polypneus*, of 64 guns, proceeded to the Baltic with the fleet, was ordered to attack the *Prinse*, who was sent thither in order to attack the commerce of the sea entered into by the northern powers against the commerce and welfare of Great Britain. He was ordered to his ship the *Defender* of 74 guns, and was appointed captain of the vessel under Lord Nelson, in the command of which it was on the

prowess in invading, than their descendants of the nineteenth century did, in resisting an invasion

on which occasion his innate gallantry amply displayed itself. His conduct called forth, and most justly, the praises of the noble lord himself, and his grateful country joined their approbation by an unanimous vote of the thanks of both houses of parliament; nor was the sovereign unmindful, or neglectful in remunerating his deserts; the most honourable order of the Bath, an order peculiarly destined for the reward of gallant exploits, both in the sea and land service, was bestowed on him, and it was, perhaps, rendered more highly valuable to him, from his being invested with it, by the particular command of his majesty, by his heroic commander, who, on this occasion, represented the sovereign. Sir Thomas was promoted to be rear-admiral of the red on the 23d of April, 1804. He has, since the commencement of the war, commanded in the home or channel fleet, having his flag latterly on board the *Foudroyant*, but owing to an inflammation in his eyes, was obliged to strike it for a temporary retirement on the 19th of December, 1805, which it is to be hoped, for the interests of his country, will not be long. He had been previously promoted, on the 9th of Nov. preceding, to be vice-admiral of the blue squadron.

Sir Thomas Boulden Thompson, whose original name was Boulden, is a native of Kent. The confined circumstances of his father preventing his giving his son a necessary education, his uncle, the late Captain Edward Thompson, whose name he now bears, took him under his protection; and observing a predilection in his nephew for the sea service, bestowed on him the instructions requisite to that science, for which Captain Thompson was himself most eminently qualified as a preceptor. Having perfected himself in the theoretical part of nautical knowledge, young Mr. Thompson accompanied his uncle, in the month of June, 1778, on board the *Hyæna* frigate, which he then commanded, and in which ship he had

from England. If the recollection of a common origin, a similarity of manners, and long habits

been previously rated as a middle ground, he served in that capacity till the year 1720, being shortly employed in the channel service. That frigate having been, on the 17th of January, ordered to Gibraltar, as part of the fleet commanded by the late Lord Rodney, the young midshipman had the opportunity of being present at the victory obtained over Don J. Langara. Capt. Thompson being entrusted with the dispatches of the dispatches, his vessel arrived early at the port, and returned again with him soon afterwards to Gibraltar, where, in the following year, he became engaged in very active service, and conducted himself with so much resolution and gallantry, that he obtained the rank of lieutenant, which was conferred on him by the admiralty. He had not long received his letter of command, before he had an engagement with a French privateer of very superior force, which he captured, having the command only of a small schooner. From this period till the year 1755, he was employed in various services, in which, though they were of no very important consequence, he distinguished himself by his punctilious knowledge and industry. Having been raised to the rank of post captain in the last mentioned year, he was, some time after the commencement of the war, appointed to a frigate of 30 guns, which was stationed in the North Sea, his mission on that station were beneficial to his country, and honorable to himself. In the year 1756, the frigate was ordered into port to rest, and in the July of 1757 was sent to Gibraltar. Very soon after Commodore Thompson's arrival at this port, the ships of the fleet were ordered to anchor there, and he had the honor of being one of those who were chosen by Lord Mordaunt, as a committee to receive the surrender of the town, and who, with the Commodore, the ships of the fleet, the army, the militia, and the volunteers, were

of commercial and social intercourse, tends to impress on both nations a conviction, that they

to effect the landing the troops. His gallantry, on this occasion, fully justified the choice of the commander in chief. In the attack upon Santa Cruz, Captain Thompson received a wound, though of a trivial nature, and on the failure of the enterprize returned to Gibraltar, where he remained till June 1798.

The time was now approaching, destined to open a scene of glory and emulation for the naval officers of Britain. The armament sent to rescue the shores of Egypt from the despotism of France, under the command of Sir Horatio Nelson, afforded the opportunity for those employed in it, to gain the highest honours; amongst this band of heroes, no one shone more conspicuous than Captain Thompson, who, in the *Leander*, which mounted only 50 guns, took his station in the line, and with a degree of skill and ability most honourable to him, gallantly dropped his anchor athwart the hawse of *le Franklin*, of 80 guns, and raked her with great success.

After the engagement was over, the *Leander* was sent by the Rear-Admiral with his dispatches to the commander in chief. During the passage it was Captain Thompson's fortune to fall in with *le Genereux*, a French ship of 74 guns, and finding himself unable to avoid an action, gallantly prepared for an engagement; which, notwithstanding his great inferiority, he maintained for six hours and a half; nor did he strike until he had consulted Captain Berry, the bearer of the dispatches, who joined in opinion, that every thing had been done that was possible, to preserve his majesty's ship from falling into the possession of the enemy. The slaughter was very great; it amounted to thirty-five killed, including three officers; fifty-seven were wounded, among whom were seven officers.

The ship, being almost a wreck, was carried into Corfu, where Captain Thompson and his crew were treated with the

are fitted and destined to act friendly towards each other. The ever memorable battle of Copenha-

greatest inhumanity; the surgeon was even robbed of his instruments when preparing to attend the captain, who was very near falling a victim to their inhuman conduct.

On the 17th of December, 1798, Captain Thompson, having been exchanged, underwent the necessary ceremony of a trial, for the loss of the *Leander*, on board the *America*, at Sheerness, when having been most honourably acquitted, the president, after the judgment of the Court had been read, addressed to him the following speech:

“ Captain Thompson,—I feel the most lively pleasure in returning to you the sword with which you have so bravely maintained the honour of your king and country; the more so, as I am convinced, that when you are again called upon to draw it to their defence, you will add fresh laurels to the wreath which you have already so nobly won.”

The honour of knighthood was soon after this time conferred on him, together with a pension of three hundred pounds a year. In the year 1799, he was appointed to the *Bellona*, of 74 guns, and served first under Lord Bridport in the fleet stationed off Brest, and afterwards under the Earl of St. Vincent in the Mediterranean; Sir Thomas had, however, the pleasure of hearing, during the course of this year, that the *Leander*, he had so bravely defended, was restored to the British service, by the magnanimity of the Emperor of Russia.

No particular occurrence happened to him till the expedition to the Baltic took place in the month of March, 1801, where the *Bellona*, of which he still retained the command, was one of the fleet sent thither under the orders of Sir Hyde Parker. In this expedition Sir Thomas was one of the officers employed in the detachment under Lord Nelson, but unfortunately, on account of the intricacy of the navigation, ran on

gen, not more glorious to one party than the other, ought also to be a long memento, that they

ground, before he could get into action. In this situation Sir Thomas was exposed to the fire of the enemy's batteries, and had the misfortune to receive a shot, which deprived him of his leg, and, from that time, his country of his services. For his conduct on this occasion, Sir Thomas received the thanks of both houses of parliament, in common with the rest of the officers, and received an increase of his pension, from three to five hundred pounds a year. He has since been appointed to the command of the *Mary* yacht, which command he still enjoys; and in the society of an amiable family, devotes his time, to their comfort, and happiness.

Captain Edward Riou entered into the public service at a very early age. He was promoted to the rank of lieutenant in the year 1780, and having particularly distinguished himself, not only by his attention to the service, but by his skill and knowledge as a navigator, was, after having held a variety of intermediate appointments; invested with the command of the *Guardian*, a fifth rate, of 44 guns, but at that time armed *en flute*: a vessel at that time employed as one of the storeships, occasionally sent to the infant colony of Botany Bay on the coast of New South Wales.

Mr. Riou, though invested with all the authority of a captain or commander, remained still a lieutenant, the rules of the service not requiring an officer of higher rank to fill the station he then held. The *Guardian* had a most favourable passage to the day on which she met with the accident, having been only three months from Portsmouth, to the time of her leaving the Cape, including the five days which she remained at the Cape de Verd Islands; and three weeks at the Cape, to take in provisions. She had proceeded thence towards Botany Bay, as far as latitude 44 south, longitude $41\frac{1}{2}$ east; when, on the night of the 13th day of her departure from the Cape, she

are not less fitted to be mutually dreadful and destructive enemies

drove on an island of ice, the base of which projected under water, considerably beyond the limits of the visible part, and caught the bow of the ship; she instantly swung round, and her head cleared; but her stern coming on the shoal, struck repeatedly, and the sea being very heavy, the rudder was torn away, and all her works abaft were shattered. The ship in this situation became in a degree embayed, under the terrific bulk of ice; the height was twice that of the main-mast of a third rate; the prominent head of the ice was every moment expected to break away, and overwhelm her. At length, after every practicable exertion, she was got off the shoal, but with six feet and a half of water in her hold. The island of ice was discovered only one minute and a half before the ship struck on it. By the exertions made by the crew, in stopping the leak with oakum and canvas, the water was reduced to two feet in the course of the next days; and great hopes were entertained of saving the ship; but the gale of wind increasing, the luthering gave way, and the water poured in again rapidly, so that it increased to near ten feet.

The ship being discovered to be stranded in all her works, and the sea running very high, every endeavour to check the progress of a particular leak proved ineffectual. An immediate project was fixed on to lighten the ship; and the cows, horses, sheep, and all the other live stock for the colony, were, with their fodder, committed to the deep. The only chance of safety for the crew now appeared in the possibility of their saving themselves by taking to the boats. On the morning of the 25th, therefore, they were hoisted out, and being previously rigged and provisioned, a part of the crew left the ship.

The cool intrepidity displayed by Mr. Fox, on this dreadful occasion, may vie with the most heroic act that has ever

The disaster which had befallen three of the British ships, the *Agamemnon*, the *Bellona*, and graced the page of history since the foundation of the world; he sat down with the utmost coolness, and wrote the following affecting letter to the lords of the admiralty, which he confided to the care of Mr. Clements the master, who was the chief among those officers, who considering the case as desperate beyond remedy, thought proper to quit the *Guardian*, and abandon that ship, with her commander, and the rest of the crew, to their fate :

“ His Majesty’s Ship *Guardian*, Dec. 25, 1789.

“ If any part of the officers or crew of the *Guardian* should ever survive to get home, I have only to say, their conduct, after the fatal stroke against an island of ice, was admirable and wonderful in every thing that relates to their duties, considered either as private men, or in his majesty’s service.

“ As there seems to be no possibility of my remaining many hours in this world, I beg leave to recommend to the consideration of the admiralty a sister, who, if my conduct or services should be found deserving any memory, their favour might be shewn to, together with a widowed mother. I am, Sir, remaining, with great respect, your ever obedient servant,

“ E. Rieu.”

“ Philip Stephens, Esq.”

As, however, when circumstances appear most desperate, and destruction almost absolutely inevitable, Providence frequently thinks proper to manifest her power, and display to the world the most irrefragable proofs of her all-protecting interference, so did she in the present case; for after every human exertion that could be made, had failed, natural causes, which, till they were experienced, had never been thought of, contributed to the preservation of this unfortunate ship. On the 27th of April, 1790, advice was received at the admiralty, that “ the *Guardian* man of war, of 4 guns,

the *Russell*, would have been sufficient to have damped the ardour of less determined adven-

armed *ex fide*, that is, as a storeship, had struck on an island of ice, on the 24th of December, 1789, in her voyage to Botany Bay, and that Mr. Clements the master had left her in the launch, and arrived safe at the Cape of Good Hope, in a French ship which picked him up; that part of the crew also left the ship in four other boats, all of which it was feared were lost; and that Lieutenant Riou had resolutely determined to remain on board, with the remainder of the crew, and to perish with the ship."

Late in the evening of the 28th, however, the happy intelligence arrived, that the *Guardian* had reached the Cape of Good Hope, after one of the most miraculous escapes which has ever been remembered. The news was brought to the admiralty by the master of a fishing vessel, who had been hailed off Dungeness by the captain of a Dutch packet from the Cape, in eight weeks, and by him entrusted with a letter from Lieutenant Riou at the Cape, to be forwarded to the Admiralty.

" Sir,

" Table Bay, February 22, 1790.

" I hope this letter will reach you before any account can be given of the loss of his majesty's ship the *Guardian*; if it should, I am to make known to your lordships, that on the 23d of December the ship struck on an island of ice, and that on the 25th all hope of her safety being banished, I consented to as many of the officers and people to take to the boats as thought proper; but it pleased Almighty God to assist my endeavours, with the remaining part of the crew, to arrive with his majesty's ship in this bay yesterday. A Dutch packet is now under sail for Europe, which prevents me from giving any further particulars, especially as such a lament I had it more necessary than ever to exert myself to prevent the ship from sinking at her anchorage. I am, Sir, most respectfully, ever your obedient servant. " F. Riou."

saries than the British. But although the misfortune failed to produce that species of effect, it

In the hopeless state, already mentioned, the ship continued for several days without a rudder, and wholly unmanageable, but the attention to the reduction of the water in her hold was resumed whenever the remainder of her weary crew felt the return of strength and power. In brief, the Guardian was kept afloat until a Dutch packet boat from Batavia providentially steering in a high southerly latitude fell in with her, and by affording her the aid of men, and other succours, enabled her to make good her way back to the Cape of Good Hope, having kept company with her during the passage. The Guardian was at least four hundred leagues from the Cape when she fell in with the island of ice.

The crew consisted of one hundred and twenty-three persons; of whom twenty-five were convicts: It was with Captain Riou's express permission that the boats left the ship; he was by no means averse to the measure, for he wished to preserve as many lives as he could, since he considered all attempts that could be made to save the ship fruitless, though he had himself, from the first moment, resolved to perish in her: Ninety of the crew continued with him, and arrived safe at the Cape. The Guardian was eight weeks to a day in making a course something less than four hundred leagues. During the whole of that time the crew were never for a single hour protected from the weather. An awning of sail-cloth was extended over part of the quarter-deck, to afford the best shelter circumstances would admit, to the men, in the short intervals and respites from duty.

The fate of this unfortunate ship was truly remarkable: after having survived, if the term be allowed, the dreadful disaster just mentioned, and arrived in safety at the Cape of Good Hope, she was very soon afterwards driven on shore in a violent gale of wind, and completely lost. To return, however, to Mr. Riou. In a very short time after his arrival in England,

became severely felt, from its immediate and active operation. In consequence of so great a defalcation of force, the fire intended in many instances to have been divided, became concentrated, not unfrequently on objects little capable of sustaining so mighty a pressure; but, under all these disadvantages, the steadiness of the British attack prevailed. Towards the afternoon the resistance of the Danes evidently became less forcible; some of their ships were in flames, and the

he was promoted to the rank of commander, and in 1791, to that of post captain. In a few months after the commencement of hostilities with France, in 1793, he was appointed to the *Rose*, of 26 guns, but retained the command of that ship for a short time only. He was afterward appointed to the *Beaulieu*, a frigate of the first class, in which he proceeded to the West Indies, where he distinguished himself extremely in a variety of occasions, as well on shore, as in actions with the enemy's cruisers. The ill condition of his health, and the climate, which was by no means congenial to it, compelled him, however, to return to England; and the same course of ill-health still continuing, after his arrival, to operate against his acceptance of an active command, he was appointed captain of the *Princess Augusta* yacht. *Quiétude*, however, added to the change of climate, having re-established his health, and the command he thought being by no means consonant to his wishes, he solicited a removal into a more distinguished line of service, and was accordingly appointed to the *Amazon* in 1799. In this ship he was extremely active, and captured many armed vessels of no mean consequence, in different cruises which he had made previous to his joining the *Essex*, on the expedition against Copenhagen. He fell, as noted in the account already given, on the 2d of April, 1801. *Veneranda memoria.*

greater part of those which remained, had received so much damage as to be rendered almost totally incapable of maintaining any longer contest: added to this circumstance, the carnage had been immense, and the situation of the wounded rendered the condition of those who still survived, truly afflicting.

Owing either to the supposed ease with which the wounded might be conveyed on shore, but which measure was found, when too late, totally impracticable, or to some unaccountable neglect, caused, perhaps, by an idea, which the Danes are said to have entertained, that the navigation was so intricate the British assailants would not be able to take the proper station for attack, no surgeons had been previously provided; so that when the captured vessels were boarded by the British seamen, after their surrender, the numbers of mutilated persons, then actually bleeding to death, in consequence of the omission, and from the want of proper assistance, formed a scene truly shocking to humanity. The moment, however, when all further resistance appeared rather as an act of rashness, than of bravery, had no sooner arrived, than Lord Nelson, seizing the happy opportunity, which the desperate state of the Danish line of defence appeared to afford him, dispatched Sir Frederick Thesiger *

* Sir Frederick Thesiger originally embraced a maritime life, in the service of the East India Company, but after

with a flag of truce, proposing an armistice, and urging, as an inducement, that however dread-
having made two or three voyages, finding that mode of life far too inactive for his aspiring genius, he determined on quitting it, and on entering into the royal navy. Having gained the favour and protection of Sir Samuel Marshall, he served under that gallant officer as a midshipman, at the period, when France taking a part in the American contest, became the enemy of Great Britain: while in this subordinate situation, he was particularly noticed by his commanding officer for his zeal and assiduity, as well as for his bravery, and gallant conduct on various occasions.

On the appointment of Lord Rodney to the chief command in the West Indies, Mr. Thesiger was promoted to be a lieutenant on board his lordship's ship, and having acquired great correctness in the art of repeating of signals, was particularly recommended for that employment, in consequence of which he was constantly near the person of his lordship during the action of the 12th of April, having acted as his *aid-du-camp*, and is reported to have been the first person who boarded the *Ville de Paris*, after that ship had struck.

Mr. Thesiger's reputation became so well established during the remainder of the war, that after peace was concluded, he was induced to enter into the Russian service, that power having endeavoured to obtain the assistance of British officers, in their disputes with Sweden. Mr. Thesiger was accordingly recommended by his friend, Lord Rodney, to the Russian ambassador in such high terms, as immediately procured him the command of a 74 gun ship, in the service of her imperial majesty. In the engagement that afterwards took place between the Swedes and Russians, Captain Thesiger fully proved his title to the confidence which had been placed in him; and was, it may with justice be said, most conspicuously instrumental in the triumph of that day. The Swedish admiral, on board the *Gustavus*, struck his flag to him; and the

fully such a measure might operate on the feelings of his humanity, he should, if resistance were

command of the prize was afterwards bestowed on him, on account of his bravery, as was the order of merit likewise.

In a subsequent engagement between the same powers, he added very considerably to his former fame, and so desperate was the encounter, that out of five English captains who commanded in that engagement, Captain Thesiger alone survived. The empress Catherine, who fully appreciated his services on this, and former occasions, sent him a most gracious letter, written with her own hand; in which, after paying the tribute due to his gallant conduct, she bestowed on him the fourth class of the military order of St. George, and having sent him, at the same time, the ensigns of the order, she authorized him to put them on, and wear them in the accustomed and lawful manner.

On the death of the Empress Catherine, Sir Frederick, wishing to retire from the Russian service, sent in his resignation to her successor, Paul, soliciting a passport for his return to England. The emperor, however, being desirous of detaining him, used every means of delay; he made him the most brilliant promises, even those of raising him to the rank of admiral, but without effect, which irritated that monarch to so great a degree, that he kept him in Russia twelve months without either employment or pay; and Sir Frederick, when at last he obtained the desired permission, was glad to leave that country, with no other remuneration for his great services, not even the prize money due to him, than the honours he had received from his august patroness, the Empress Catherine.

Soon after his arrival in England, the expedition to the Baltic was undertaken, and Sir Frederick was particularly recommended by Lord Spencer, as a proper person to be employed in it. He accordingly attended Lord Nelson in the capacity in which he had on a former occasion been service-

longer continued, be under the necessity of destroying those vessels which were now incapable of further defence, and with them the numbers of brave men on board, who had till then survived the encounter, for that it could not be expected he should risk his own people within the line of the Danish fire, for the purpose of saving the Danish subjects*. The measure was too philanthropic not to be adopted by the crown prince in its fullest extent. When two persons, having the highest confidence in the honour of

able to Lord Rodney, as his aid-du-camp, and was the person chosen by his Lordship to convey a message to the crown prince. This service he executed with the greatest address, though not without infinite hazard to himself and the boat's crew, for during his passage to the shore, he was fired at from every quarter, but fortunately without receiving any injury; nor was he in less danger on his return from the negotiation, since being ignorant, on account of their distance, that a truce had taken place, the batteries of the enemy still continued their fire. Indeed, on every occasion, both by his conduct and his knowledge of the coast, he was eminently serviceable, and, soon after his return to England, was raised to the rank of post captain in the British navy.

On the commencement of the present war Sir Frederick was appointed agent for the prisoners at Port-au-Prince; this situation he filled with the greatest credit till the time of his death, which happened on the 26th of August, 1805.

* The annexed correspondence took place on the occasion.

No. I

" Lord Nelson has directions to spare Denmark, when no longer resisting; but if the firing is continued on the part of Denmark, Lord Nelson must be obliged to set on fire all the

each other, are employed in a political deliberation and discussion, a single instant will almost suffice to arrange the preliminaries, and completely pave the way to future tranquillity; so did the event prove in the present instance. On the very same afternoon, his lordship, now no longer an enemy to Denmark, landed at

floating batteries he has taken, without having the power of saving the brave Danes who have defended them.

“NELSON and BRONTE.”

“Vice-admiral under command of admiral

“SIR HYDE PARKER.”

“Dated on board his majesty’s ship Elephant,
Copenhagen Roads, April 2d, 1801.”

“To the brothers of Englishmen, the Danes.”

No. II.

“His royal highness the prince royal of Denmark has sent me, General Adjutant Lindholm, on board to his Britannic majesty’s vice-admiral, the Right Honourable Lord Nelson to ask the particular object of sending the flag of truce?”

No. III.

Lord NELSON’s Answer.

“Lord Nelson’s object in sending the flag of truce was humanity; he therefore consents that hostilities shall cease, and that the wounded Danes may be taken on shore, and Lord Nelson will take his prisoners out of the vessels, and burn and carry off his prizes as he shall think fit.

“Lord Nelson, with humble duty, to his royal highness the prince of Denmark, will consider this the greatest victory he ever gained, if it may be the cause of a happy reconciliation and union between his own most gracious sovereign, and his majesty the king of Denmark. “NELSON and BRONTE.”

“On board his majesty’s ship Elephant,
Copenhagen Roads, April 2d, 1801.”

Copenhagen, for the purpose of adjusting more fully the terms for the renewal of that amity so long subsisting between the courts of London and Denmark, which had been so recently and unfortunately brokeo. 'His reception is differently, and, indeed, oppositely described; some persons having insisted, that on the instant of his reaching the shore, he was greeted with the loudest acclamations, and, in short, that his landing rather resembled that of a conqueror, returning to his native shore amidst the reiterated acclamations of his countrymen, than that of an enemy, who, only two hours before, was spreading destruction and desolation over the city.

On the other hand, it has been asserted that the treatment he experienced, though far different, was such as might naturally have been expected, allowing for the circumstances under which it took place; that the populace at first hardly conducted themselves with sufficient temper, but almost forgetting the laws of hospitality, and the high character his lordship then bore, in a public point of view, received him with a sullen silence, which was not prevented, without the greatest difficulty, from bursting into a flame, by the spirited exertions of the noblesse.

Between these two opposite statements the truth may, as is generally the fact in all similar cases, most probably be found. To have expected a conduct like that first stated, would be to at-

tribute to the Danes a levity and impropriety of character they certainly do not possess. It would have been unnatural to have supposed a people could enthusiastically greet as a friend the man who had just directed a contest, in which the greater part of them had probably experienced the loss of some amongst their dearest connexions.

It is most probable, the behaviour of the people toward the victor was silent and reserved; it is natural to conclude that it was so; they beheld with admiration, and even astonishment, the man who in the space of a few hours had overcome every difficulty and obstacle, which the best officers in their service had exerted their utmost skill in presenting to an enemy, and which their own bravery had contributed its best efforts to render sufficient and effectual.

The Danish accounts candidly admit their discomfiture; and as this truth was strongly impressed on the minds of the people, it could not fail perhaps to sour the temper of the worsted, when they beheld the man whom they were obliged to consider as a conqueror, passing through them, not as the herald and promoter of peace, but, for any thing they knew to the contrary, in the imperious character of an haughty ambassador, commissioned to prescribe such terms as he thought fit, to the vanquished. In this, however, they were mistaken, and though his lordship's entrance

into the metropolis of his recent enemy, resembled not the triumph of an emperor, for the conquest of a country, it bore a strict analogy to the ovation of a Roman general, who had put a sudden and unexpected period to the ravages of war *.

* The annexed series, of private accounts, given by individuals both of Britain and Denmark, together with the official documents published under the authority of the government of the latter country, will shew, that no material exaggeration can have been used on either side; it is a just tribute to a candid and generous enemy, to proclaim and prove this fact.

" On the morning of March the 30th, about seven o'clock, the thundering peals of Cronburg put an end to suspense. Very shortly after, we could discern the fleet, which approached rapidly. The tremendous cannonading from the fort gave us an idea of what it might effect, if it could reach its object. His Majesty of Sweden who observed the passage of the fleet from Helsingborg, appeared sensible of this; and after the cannonading had ceased, dispatched an officer to compliment the governor of Cronburg.

" As the gale was blowing fresh, the Danish soon advanced within seven or eight miles of the city, where they came to an anchor. A frigate, a lugger, and a brig, got rather nearer; but the battery of the three crowns, and the fire from the block ships, compelled them to retire. The magnificence of this spectacle naturally left various impressions on our minds; but whether favourable or unfavourable, they were soon forgotten in the enthusiasm and unanimity which prevailed among all classes. The question was not, *If he is the enemy?* but *If here is the enemy?* It was a moment of impending danger; the duty we owed our country, therefore, inspired us with only one sentiment. The noble spirit displayed by the students at the siege in 1658-60, was equally conspicuous in their successors; who, with one hand and one heart, associated themselves into a corps of twelve hundred; while their sons of the

A carriage having been provided for the conveyance of his lordship to the palace, it met him at the

muses, whom age and infirmity prevented from rallying round the standard of patriotism, did all in their power to encourage and confirm so laudable an effort. Chamberlain Lindenkrone sent a thousand dollars to the aid of those students whose private means were unequal to the expense of their public duties.

The first and second days passed quietly over; but on the morning of April 1st, we could perceive an unusual bustle among the English shipping. Some frigates and lighter vessels got under weigh, and were employed in sounding. Towards evening, twelve sail of the line, all the frigates, and most of the smaller vessels, weighed; and with a northern breeze passed through the Hollander Deep. Admiral Parker, with eight sail of the line, and two small vessels, preserved his station; while Admiral Nelson anchored, with his division, beyond the fire of our outermost ships.

Conjecture was now at an end. A change of wind to the southward would enable Lord Nelson to bear down with his division; and we anxiously awaited the awful moment. Our ships were moored with four anchors, and manned, indiscriminately, by people of all descriptions, hastily collected for the present emergency: they had been constantly on the alert during the former two nights, a third was now added to their fatigue; and when it is considered, that these people were unacquainted with the exercise of great guns; that they were all day employed in practising, and all night in watching; the compliment paid them by Mr. Bardenfleth, first lieutenant on board the Charlotte Amelia, in his professional account of the battle, will not be deemed superfluous.

He says, "the spirit which animated all hands on board, and not their real strength, enabled them to perform what they did."

shore for that purpose. It was owing merely to the suddenness of his visit, that one of the royal equi-

The morning of April 2d dawned, and the wind blowing southerly, our commodore made a signal for the whole line to lay their broadside to the enemy.

Between nine and ten, both divisions of the British weighed; and our commodore hoisted the flag of defiance from the *Dannebrog*. Admiral Parker, with the zeal that is characteristic of a British seaman, beat up against wind and current, towards the battery of the *Three Crowns*, proposing to awe our ships in the inner roads, while the horn of the Nile bore right down upon our line.

The *Edgar* led the British van, advancing in a most gallant style against the *Provesteen*, 58 guns, which opened her fire on the former, five minutes after ten. The *Vagrier*, 50 guns, then poured in a broadside, just as the *Edgar* was upon the tack to take her station; a second broadside was discharged from the *Provesteen*, when the whole of the British line gained rapidly on ours: in a few minutes two-third parts of our ships were in action. As our line was not broken, only one half of the force on either side was consequently engaged.

Our foremost ship, the *Provesteen*, was exposed, during the whole of the action, to the fire of the *Polyphemus*, of 64 guns, the *Russel*, and the *Bellona*, which two latter ships run aground at the commencement of the battle; but this misfortune, (as Lord Nelson observed,) did not impede their service. The *Provesteen* was, at the same time, raked by the *Desirée*, of 40 guns, and a gun-brig.

Great as was the distinction which Commodore Fischer, in his report, conferred on the *Provesteen* and her gallant Captain Lassen, "notwithstanding my high sense of Danish bravery, it was heightened by the conduct of the *Provesteen*, which continued to fight till all her guns were dis-

pages was not sent for his accommodation. His lordship, however, had too great a soul to wait, on

mounted," the compliment of Lord Nelson is in my opinion greater*.

"Captain Rüsbrigh stood, on this occasion, as undaunted upon the quarter-deck of the *Vagrien*, as when a lieutenant on board the *Formidable*, under the gallant *Rodney*, on the 12th April, 1782. For England he assisted to acquire glory and success; for Denmark he obtained only the former."

Soon after eleven o'clock the *Dannebrog*, 64 guns, Captain Braun, took fire, which compelled Commodore Fischer to shift his broad pendant to the *Holstein*; but Braun continued to fight her till he lost his right hand. Captain Lemning succeeded in the command; and although the flames blazed around them, threatening immediate destruction, the *Dannebrog* maintained her fire, till the close of the engagement, against her powerful adversary the *Glatton*; which latter mounted 68 pound carronades on her lower deck.

When Commodore Fischer, famed for the coolness and perspicuity of his judgment in the hour of trial, left the *Dannebrog*, the battle raged with the utmost fury. The British finding that our foremost ships were far from slackening their fire, now extended their line, and at noon all our ships, as well as the battery, were strenuously engaged in the awful contest.

Captain Thura, of the *Infoedsretten*, 64 guns, fell at the beginning of the action; and all the subaltern officers were either killed or wounded, except a lieutenant and a marine

* Nos. 1, 2, 3, and 4, being subdued, which is expected to happen at an early period, the *Isis* and *Agamemnon* are to cut their cables, and immediately make sail, and take their station ahead of the *Polyphemus*, in order to support that part of the line.

so pressing an occasion, for the empty pageantry and form of a regular conveyance, bût proceed-

officer In this state of confusion, the colours were, by accident, struck. The British, however, made no attempt to board the *Infœdsretten*, she being rather dangerously moored athwart our battery, a boat was dispatched from the ship to carry the tidings of her commander's death to the prince royal, who had from the dawn of day taken his station upon a battery Here, amidst showers of shells and cannon balls, Frederick, the wise, the good, and the brave, superintended calmly and actively, for the assistance of the ships engaged By shewing how a prince ought to meet danger, he taught others to despise it.

When the Prince received the message from the *Infœdsretten*, he turned round, and with an air that gave confidence to all about him, said, "Gentlemen, Thurn is killed; who of you will take the command?"—"I will," replied Mr. Schroedersee, in a feeble voice, and hastened eagerly on board This gentleman had been a captain in the navy; but on account of ill health had lately resigned. The hour of necessity seemed to invigorate his wasted form, and so hopes to serve his country, he forgot his want of strength

The crew seeing a new commander coming alongside, hoisted their colours and fired a broadside When he came on deck he found great numbers killed and wounded; and therefore instantly called to those that had rowed him to get quickly on board. It was his last effort; a ball struck him, and Schroedersee was no more! Mr. Nilsen, a lieutenant in the navy, who attended this gallant Tar to his noble fate next took the command, and continued to fight the ship for the remainder of the day.

The engagement had now lasted upwards of three hours, without any glimpse of victory on either side A determined perseverance appeared to inflame both parties Our liee

ed through the streets with his best haste, while the people thronged around him, eager to catch

steadfastly preserved its original position, and every ship maintained its station except the Rendsbrog Prame, which drove ashore, her cables having been shot away at the commencement of the attack; and the Elvén, a repeating sloop of war, which had sheered off a little after twelve, her masts being very materially damaged.

When the British fleet first bore down upon us, the eleven gun-boats retired.

About two o'clock the fire from the respective fleets abated considerably, and our ships appeared very much disabled. The damage sustained by the British was apparently trivial, from our ships having constantly directed their fire at the enemy's hulls. This was undoubtedly the slowest method of disabling an adversary; yet it was the surest; and certainly is, at all events, preferable to chance.

Considering the exposed situation of our men on board, it was a matter of real surprize, that so few, comparatively, suffered from the immense quantity of shot which had been poured in upon them.

Had every ball that struck our masts wounded our hulls, there would, in all probability, have been no prisoners of war.

At two o'clock the Nyeborg Prame having her main, mizen-masts, bowsprit, and foretop mast shot away, and the captain perceiving her almost ready to sink, ordered the cables to be cut, and the foresail to be set, that they might steer for the inner roads. As he passed the line he descried the Aggershuus, a vessel of the same description as his own, in the most miserable plight; her masts having all gone by the board, and the hull on the eve of sinking. Captain Rothe shewed himself a true seaman, who not only meets his own danger, but also cheerfully shares in that of others. Having made fast a cable from his stern to the stern of the Agger-

a single glimpse of the extraordinary person who was come among them.

shuns, he towed her off; and thus obtained as glorious a triumph as if he had come in with an enemy's ship.

Soon after two o'clock, Commodore Fischer removed his broad pendant from the *Holstein* to the battery of the *Three Crowns*, whence he commanded during the latter part of the engagement.

At this moment Lieutenant Lillienkiöld finding his ship, the *Hielperen*, surrounded by a superior force, cut his cables, and brought her safe into the inner roads. Mr. Lillienkiöld was no stranger to the business of the day; he had, in the year 1799, fought in the *West Indies* with a privateer; and both contended so obstinately, that they were obliged to separate for want of powder.

Last, though not least, is Mr. Villemoes, a second lieutenant, who commanded the floating battery, No. 1. Much has been said about his skill in manœuvring his raft, which consisted merely of a number of beams nailed together; on them a flooring was laid to support the guns. It was square with breast work, full of port holes, and without masts. I shall not take upon myself to argue how far it were possible to manage such a log; but merely say, the manner in which Villemoes manœuvred his guns, and ultimately saved his raft, attracted the notice of Lord Nelson, whose ship lay for some time opposite the floating battery. That admiral is said, in the handsomest manner, to have noticed to the prince royal, how much the country, on future occasions, might fairly expect from the abilities of young Villemoes. This trait of his lordship I consider as a never-fading flower in the wreath which military talents and success have twined around his brow.

At half past two our fire had nearly subsided; but the Rut-

It is necessary to make a short digression in this place, for the purpose of offering a few observa-

land, the last ship that returned the enemy's shot, was still engaged, as was the *Provosteen*. However, the *Three Crowns* had just opened its batteries with a dreadful effect, when the white flag was unfurled from Lord Nelson's main-top.

An English boat, with a flag of truce, came alongside the *Elephant*; the Captain of which sent an officer in his boat to accompany it on shore. The battery, in the mean time, kept up a heavy cannonade, as did the *Elephant*. As the wind had been south south-west, south, and south-east, the whole day, with a strong current, Admiral Parker's division advanced but very little; insomuch, that a broadside from the *Ramillies*, a 74, (his foremost ship), fell very short of the battery.

The flag of truce having delivered a dispatch to the *Prince Royal*, returned; and soon afterwards orders were sent to the commander of the battery to cease firing; their guns had, in the interval, been pointed with the utmost effect on the *Monarch* and *Ganges*, which ships were awkwardly situated on the shoal of the battery.

Two flags were then dispatched from shore, to Admirals Parker and Nelson; while the British took possession of eleven of our ships.

In the course of the forenoon Admiral Nelson came in his barge into the inner roads, and went on board of the *Denmark*, where he partook of some refreshment, and then proceeded ashore. On his landing he was received by the people neither with acclamations nor with murmurs; they did not degrade themselves with the former, nor disgrace themselves with the latter. The Admiral was received as one brave enemy ever ought to receive another—he was received with respect. A carriage was provided for his lordship, which he however de-

tions on the conduct of his lordship; which, immaterial as it may seem, has given birth to some

clined, and walked amidst an immense crowd of persons anxious to catch a glimpse of the British hero, to the palace of the Prince Royal. After dinner, the Admiral was introduced to the Prince, and the negotiations commenced. The next day his lordship came again on shore, and dined with the Prince Royal, as he did frequently till the ninth of April, when the armistice was finally concluded.

On one of his visits to Copenhagen, Lord Nelson inspected our Naval Academy; to which he, in a manner highly honourable to himself and to us, presented some gold medals of value, to be distributed among the most skilful of the midshipmen.

Letter from the Royal College of Commerce at Copenhagen, dated the 4th of April, 1801, to M. M. Meldrup and Salvesson, his Danish Majesty's Consuls for Scotland, residing at Leith.

" GENTLEMEN,

" We judge it necessary to make you acquainted with the actual situation of our affairs, as well for your government, as for the information of those of our nation, who may be at present in your Consulate district.

" You must have heard that a British fleet, of fifty-four sail, under the command of Admirals Sir Hyde Parker and Lord Nelson, had proceeded to the straits of the Sound, with an intention to enter the Baltic. The fleet actually appeared, and having advanced towards Cronenberg, Admiral Parker declared to the commandant that hostilities would commence, upon which the fleet began to pass the fortress on the 30th of

controversy and literary dispute. The most, generally, established opinion, even among the Danes

March, exposed to an obstinate fire from our batteries, which was returned with equal spirit, but without material damage to either party, as the fleet kept so close to the Swedish side, that it was with difficulty our balls could reach them. After having cleared the straits, the British formed themselves in a line, in sight of our floating batteries, and the ships placed for our defence at the entrance of our port. There they remained tranquil until the evening of the 1st instant, when they assumed a more threatening position. On the following day, 2d of April, at half past ten o'clock in the morning, the most bloody and obstinate engagement took place in our roads that has ever been remembered. Our sailors have gained themselves honour and glory, and if the force of defence had been equal to that of attack, the success would have been doubtful; but, after five hours fighting, the most of our crews were either killed or wounded, the ships much shattered, and the floating batteries dismounted, so that it became at last necessary to yield to superior force, at least triple to that which we could employ at the point of defence. The right wing of our defence was broken through by Nelson's squadron; some of our floating batteries, and ships of inferior size, have fallen into the hands of the enemy. Before the engagement had seriously commenced with the fleet under Admiral Parker's orders, Nelson sent a flag of truce to propose a suspension of hostilities, in order to transport the wounded on shore, which was agreed to, and the suspension of arms has been prolonged, and hostilities have not yet recommenced. Nelson was on shore yesterday, and a negotiation is at present going forward, and every thing for the moment tranquil. We do not know precisely how much the enemy have suffered, nor the number of their slain; but, according to information from some of

themselves, is, that at the time the flag of truce was dispatched, any further attempt to protract

their officers, their ships have been considerably damaged, and their loss of men very numerous.

“ This, Gentlemen, is the result of a day ever memorable to Denmark, and honourable for the intrepidity and bravery of our warriors, whose conduct even the enemy has allowed to have been most glorious. Make these facts known to their countrymen, and inform them at the same time, that we shall not fail to acquaint them of the ultimate result of these events.

(Signed)

“ SCHIMMELMAN,
SCHRISTED,
SCHMIDT,
PRINDELDECK, &c.”

Correct particulars of the action off Copenhagen, from a private hand.

“ In my last, of the 30th of March, I informed you of the intention of our fleet to pass Elsinour Castle the first fair wind: it came on that very day. We weighed anchor, formed the line, and stood past it with all sails set; during the time we were passing, a very heavy fire was kept up by the enemy, but none of our ships received a shot. The Swedes, very fortunately, did not engage us at all: we were not above a mile from their guns, as we kept their shore on board, to be out of the Danes' gun shot; in the mean time we had several bomb-ships firing on their town; the shells which they fired killed 160 people a shore at Elsinour.

“ The whole fleet soon came to anchor off Copenhagen, and immediately after Sir Hyde Parker, Lord Nelson, Captain Freemantle, Colonel Stewart, and the Captain of the Fleet, all went in a lugger to reconnoitre the enemy's force here; they soon opened a heavy fire on them, but they persevered

resistance would have been an act of folly, if not phrenzy. The line of naval defence was com-

in sounding, &c. till they were satisfied, and then came away.

“ On the 31st of March we weighed, and stood close in. On the 1st of April, Lord Nelson having found out a new channel, by which he could come at the enemy with more advantage, the ships that were ordered to put themselves immediately under his command, weighed and stood through the new found channel, and a very intricate one it is: in the afternoon we anchored within reach of the shells of the enemy, which, you may be assured, we were not long looking for. They fired on us some part of the night without doing any damage—several fell very near us.

“ I have now to recount to you the particulars of the action fought so gloriously on the 2d of April, under the command of Sir Hyde Parker, though more directly under the valiant Nelson, whose flag was flying on board the Elephant, of 74 guns, in the centre of the line engaged. I believe for the want of water nearly one half of the line of battle ships were not able to go the way we did to get upon the enemy, but were, however, to come up the common channel, by which they would have joined us. The channel forms nearly a crescent; and, consequently, the wind that was fair for us under Lord Nelson, who were at one end of this channel, must be contrary for the ships under Sir Hyde Parker at the other. Every thing possible was apparently done by that squadron to make a junction; but the engagement, which lasted three hours and a half, with the victory atchieved, was finished just at the time I supposed them one gun-shot and a half from the enemy.

“ As I apprehend you would wish for the particulars, I shall give them, with the occurrences, as nearly as possible. I

pletely broken, and destroyed, many of the vessels were totally disabled, and the remainder

had a watch about me all the time, and was stationed on the poop. A. M. 10h. and 40m. answered the signal to weigh, and at 10h. 30m. the *Edgar*, being the leading ship of the line, received *from*, and immediately opened a brisk fire upon the enemy. At 11h. the *Elephant*, Vice-Admiral Lord Nelson, passed us in the line of battle, weighed anchor, and stood after her, being stationed next ship to the Admiral. At 11h. 15m. opened our fire on the enemy; observed the *Bellona* and *Isis* aground. At 11h. 25m. passed the Admiral, who hailed and desired us to bring to close a-head of him; let go the stern anchor; wind right ast during the time the line was inverting, by which the headmost became the sternmost ship to anchor; a very heavy fire was carried on both by the enemy and us; but when every ship had anchored in her station, it became astonishingly so.

“ About five minutes before we anchored, our master was killed; and the pilot almost so, by one shot. At 1h. 20m. P. M. Admiral Nelson sent an officer on board, to say the Danish Admiral had struck: at this time, as at several others, three cheers were given. The Danish Admiral was supposed to be nearly abreast of the *Elephant*, at the distance of half a mile; we a-head of the *Elephant*, and the *Monarch* next a-head of us: 1h. 50m. observed four of the enemy's vessels with their colours struck.

“ At three o'clock the Admiral weighed or cut, and passed us; cut away our stern anchor, and made sail after the Admiral. The fleet in general at this time moved off to another anchorage. The very formidable fort of the Crown, and several others along shore, were firing at the fleet all the latter part of the engagement. The *Bellona* and *Isis* were ashore within gun-shot of the enemy, the whole time; the *Russel*

were then burning, or in the hands, at least they were in the absolute power, of the British; the

and Agamemnon, two of our squadron, ashore clear of the enemy's shot. In coming out, the Elephant, the Defiance, and Ardent, got ashore, the marks having all been taken up by the enemy, in a very difficult channel. They are all now off, and joined Sir Hyde Parker again.

“ Soon after the action, flags of truce passed between us. Lord Nelson yesterday went ashore to Copenhagen, (as we were all under a truce), and had an audience with the Danish monarch.

“ The enemy's ships were moored in a line of great extent along the Channel, and it was thought by the Danes to be impossible to take, or pass them. The loss on board our squadron is very considerable, but nothing to be compared with that of the enemy. I hear that some of their ships were manned two or three times.

“ They do not know how many people they had, as they were fairly forced out of the streets of Copenhagen, and put on board. We have had no proper returns yet, but I have sent you a list of the prizes. We were the luckiest line of battle ship in the action, in our loss of men, but are most shockingly cut up in masts and rigging. Lord Nelson never knew, he says, such a ship in his life, her sides in a constant blaze with firing, and the men at the same time always a cheering. I have only to say, our prizes being chiefly hulks, and their hulls most marvellously shot to pieces, we shall be obliged to destroy the most of them; but there are eleven fine new seventy-four's in the harbour, which we must soon have. We likewise expect to meet the Russian fleet very soon, and have no doubt of serving them, as we have done the Danes. There were twenty-three sail engaged, eighteen of which we completely conquered in the short space of time mentioned.

Crown batteries had received considerable injury, insomuch that they could not have with-

LIST OF DANISH SHIPS TAKEN.

Ships.	Guns.	Ships.	Guns.
Wagner . . .	50	Shark . . .	28
Albsteen . . .	64	Charlotte-Amelia . .	96
Rensberg . . .	34	Holstein . . .	64
Jutland . . .	50	Seahorse . . .	20
Cronenberg . . .	26	Provesteen . . .	64
Sperseria . . .	18		

One sunk, one burnt; since also, one sunk, one burnt, three destroyed, aground, names unknown.

Danish Account of the Engagement.

The following is the official account of the same naval engagement, transmitted to his Royal Highness the Crown Prince, by the commander in chief, Olfert Fischer:—

“ On the 1st of April, at half past three in the afternoon, two divisions of the English fleet, under the command of Vice-Admiral Lord Nelson, and a Rear-Admiral, weighed anchor, and stood eastward, and by the south of the middle passage of the road, where they anchored. This force consisted of twelve ships of the line, and several large frigates, gun-boats, and other smaller vessels; in all, thirty-one sail.

“ On the 2d of April, at three quarters past nine in the morning, the wind S. E., both the vessels to the south, and the vessels to the north of the middle road, weighed anchor. The ships of the line and heavy frigates under Lord Nelson, steered for the Konigs lef, to take their stations in order along the line of defence, confided to me. The gun-boats and small vessels took their stations near the town, and the division of Admiral Parker, consisting of eight ships of

stood any serious attack. Many ships in the British line, it cannot be disputed, had sustained

the line and some small vessels, steered with a press of sail southwards to the right wing of defence.

“ At half past ten, the foremost ship of Admiral Nelson’s division passed the southernmost ship of the line of defence. I gave those ships that were within shot, the signal for battle. The block ships, *Provesteen* and *Wagner*, and immediately after these the *Jutland*, between which and the block ship *Dannebrog*, the leading English ship (of 74 guns) fixed her station by throwing out one of her rear anchors, obeyed the signal by a well directed and well supported fire. By degrees the rest of the ships came up, and as they sailed past on both sides of the ships already at anchor, they formed a thick line, which, as it stretched northward to the ship of the line, the *Zeland*, engaged not more than two-thirds of the line of defence committed to me, while the *Three Crowns* battery, and the block ships, *Elephant* and *Mars*, with the frigate *Hjelpe-reen*, did not come at all into the action.

“ In half an hour the battle was general. Ten ships of the line, among which was one of 80 guns, the rest chiefly seventy-four’s, and from six to eight frigates on the one side. On the other, seven block ships, of which only one of seventy-four, the rest of sixty-four and under, two frigates, and six small vessels. This was the respective strength of the two parties. The enemy had, on the whole, two ships to one; and the block ship, *Provesteen*, had, besides a ship of the line, and the *Rear-Admiral*, two frigates against her, by which she was raked the whole time, without being able to return a shot.

“ If I only recapitulate historically what your highness, and along with you a great portion of the citizens of Denmark and Europe have seen, I may venture to call it an unequal combat, which was maintained and supported for four hours and a half with unexampled courage and effect, in which the

very material damage; but, there were still remaining, a sufficient number of them to present

fire of the superior force was so much weakened for an hour before the end of the battle, that several English ships, and particularly Lord Nelson's, were obliged to fire only single shots; that this hero himself, in the middle and very heat of the battle, sent a flag of truce on shore to propose a cessation of hostilities; if I also add, that it was announced to me that two English ships of the line had struck, but being supported by fresh ships, again hoisted their flags: I may, in such circumstances, be permitted to say, and I believe I may appeal to the enemy's own confession, that in this engagement Denmark's ancient naval reputation blazed forth with such incredible splendour, that, I thank Heaven, all Europe are the witnesses of it.

" Yet the scale, if not equal, did not decline far to the disadvantage of Denmark. The ships that were first and most obstinately attacked, even surrounded by the enemy, the incomparable *Provesteen* fought till almost all her guns were dismounted; but these vessels were obliged to give way to superior force, and the Danish fire ceased along the whole line from North to South.

" At half-past eleven, the *Dannebrog* ship of the line, which lay along side Admiral Nelson, was set on fire. I repaired, with my flag, on board the *Holstein*, of the line, belonging to the north wing; but the *Dannebrog* long kept her flag flying in spite of this disaster. At the end of the battle she had two hundred and seventy men killed and wounded.

" At half past two, the *Holstein* was so shattered, and had so many killed and wounded, and so many guns dismounted, that I then carried the pennant to be hoisted instead of my flag, and went on shore to the battery of the *Three Crowns*, from which I commanded the north wing, which

a new and formidable line of attack, much nearer to the town, than that which had been occupied

was slightly engaged with the division of Admiral Parker, till about four o'clock, when I received orders from your Royal Highness to put an end to the engagement.

“ Thus the quarter of the line of defence, from The Three Crowns to the frigate Hielperen, was in the power of the enemy; and the Hielperen finding herself alone, slipped her cables and steered to Stirbfeir. The ship Elwin, after she had received many shots in the hull, and had her masts and rigging shot away, and a great number killed and wounded, retreated within The Crowns. The gun-boats, Nyebrog and Aggershuus, which last towed the former away, when, near sinking, ran ashore; and the Gurnarshe floating battery, which had suffered much, together with the block-ship Dannebrog, shortly after the battle, blew up.

“ Besides the visible loss the enemy have suffered, I am convinced their loss in killed and wounded is considerable. The advantage the enemy have gained by their victory too, consists merely in ships which are not fit for use, in spiked cannon, and gun-powder damaged by seawater.

“ The number killed and wounded cannot yet be exactly ascertained; but I calculate it from 16 to 1800 men. Among the former it is with grief that I mention the captain of the block-ship, Infoedstratten, and the frigate Cronenberg, captain Thura, and first Lieutenant Hauch, with several other brave officers. Among the wounded the commander of the Dannebrog, who besides other wounds has lost his right hand.

“ I want expression to do justice to the unexampled courage of the officers and crews. The battle itself can only enable you to form an idea of it.

“ OLFERT FISCHER.”

in the first instance: added to this circumstance, the division still remaining under the orders of Sir Hyde

The annexed list of the Danish naval force, as opposed to the British fleet, under the command of Vice-admiral Lord Nelson, in the memorable engagement off Copenhagen, being copies of a pamphlet published in that city, in the English language, soon after the action will very appropriately close the account.

No. 1.

Name of Ship.	Description.	Commander.	No.	Gun.	Men.	Remarks.
Provesten,	Block-ship,	Capt. Larsen,	1	36	515	{ Taken and burnt forlorn when the guns were wrecked.
Vagnen,	Ditto,	{ Alder-Camp Rbbright,	2	48	361	
Rensborg,	Frigate,	Capt. La. Egede,	3	20	216	{ Driven on the shoals, and burnt by the enemy.
*Nythrog,	Ditto,	Capt. La. Roibe,	4	20	209	
Iylland,	Block-ship,	Capt. Brandt,	5	48	396	{ Taken, and burnt by the enemy.
*Sverfinken,	Raderen,	{ Lieut. Sommer- feldt,	6	20	117	
Skronborg,	Block-ship,	Lieut. Hensch,	7	22	196	Taken, ditto.
*Hagen,	Raderen,	Lieut. Moller,	8	20	155	Taken, ditto.
Dannebrog	Block-ship,	Capt. F. Brown,	9	62	336	{ Caught fire and blew up after the action.
Elven,	{ Small repeat- ing frigate,	Lieut. Hestten,	10	6	80	
*Greuter's Raderen, No. 1.		Lieut. Villenoes,	11	24	210	Ditto.
Apperhausa,	Frigate,	Lieut. Fasting,	12	20	213	{ Ditto, afterwards sunk.
Syftland,	Ship of the line,	Capt. Harboe,	13	74	525	
Charlotte Amelia,	Block-ship,	Capt. Kolord,	14	26	215	{ Driven by the waves into the Trekroner har- bour, and taken after the action, and burnt.
Sobemco,	Raderen,	Lt. Mikkho,	15	18	126	
Hedreie,	Ship of the line,	Capt. Arnefeldt,	16	60	400	{ Taken, and put in sailing condition by the enemy, and carried away as a trophy.
Inffeduration,	Block-ship,	Capt. Thors,	17	64	390	
Hfalperen,	Frigate,	{ Capt. Lieut. Lil- Lemskioff,	18	20	25	{ Taken, afterwards burnt.
Total				622	449	Escaped

Parker, had never been in action; the ships which composed it were entirely fresh, while the

The force remaining in the road to defend the harbour, under the orders of Chamberlain Stein Bille:

Names of ships.	Description.	Commanders.	No.	Guns.
Elephanten,	Block-ship,	Capt. Von Thura,	19	70
Mars,	Ditto,	Capt. Gyldenfeldt,	20	64
Dannemark,	Ship of the line,	Chamber. Stein Bille,	21	74
Trekroner,	Ditto,	Capt. Riegelsten,	22	74
Ins,	Frigate,	Capt. W. Brown,	23	40
Sarpen,	Brig,	—————,	—	18
Nodelven,	Brig,	—————,	—	18

Twelve chebecks, each of two 24 pounders; two of ditto, of 12 pounders; the great Trekroner battery, of thirty 24 pounders; ditto, thirty-eight 36 pounders, and one 96 pounder carronade, provided with three furnaces to heat balls.

The ships and vessels marked * were placed a little behind the others, on account of their weakness; but in the evening of the 1st of April, commodore Fischer seeing the great number of the enemy, ordered them to come into the line.

It can easily be perceived, that this defension was to answer no other end, than to keep a wise enemy at too great a distance to bombard the town, or to make an audacious enemy so great a resistance, as would cost them many men, and endanger their ships in such a degree as to render their future proceedings of little consequence.

The result has answered these expectations. The enemy taking advantage of the defension being immoveable, attacked the weakest part thereof; but were so warmly received, and met with such a long and unexpected resistance, that they preferred negotiation to hostility.

No 2.

South Wing of Defension.

What state the ships were in, which composed the line of defension, with the number of guns, and weight of metal each ship carried.

Danes on their part had no effective opposition to offer, except from two ships, and as many

PROVSTEN.—An old three decker, cut down to two decks, dismantled and condemned; twenty-eight guns of 36 pounders, and twenty-eight of 24 pounders.

VAGIVEN.—An old two decker, quarter deck cut down, condemned; all her guns of 24 pounders.

RENOSBORG.—An old pram for the transport of cavalry, with masts and sails, her guns of twenty-four pounders.

NYXBOB.—Ditto, completely rigged; her guns of twenty-four pounders.

ITLLAND.—An old two decker, condemned; without poop or masts. Twenty-four guns of 24 pounders, and twenty-four of 12 pounders.

SVERFISKEN.—Square floating battery with masts; the guns of 18 pounders.

KROMBROO.—An old condemned frigate, cut down and dismantled; the guns of 24 pounders.

HAGEN.—A battery, like the Sverfisken; the guns of 18 pounders.

DANNEBROO.—An old condemned two decker, cut down and dismantled; the guns, twenty-four of 24 pounders, twenty-four of 22 pounders, and fourteen of 8 pounders.

ELVEN.—A small repeating vessel rigged; the guns of 24 pounders.

GRENIER'S FLOAT.—Old, and without masts; the guns of 24 pounders.

AOGERSHUUS.—An old cavalry transport, without masts or sails; her guns of 24 pounders.

SYLLAND.—A two decker condemned and unrigged; the guns, thirty of 24 pounders, thirty of 18 pounders, and fourteen of 8 pounders.

CHARLOTTE AMELIA.—A condemned Indiaman; condemned and dismantled; the guns of 24 pounders.

hulks, moored in such manner as to protect the entrance to the arsenal. The city and its

SOHESTEN.—A battery like the Suerfisker; the guns of 24 pounds.

HOLSTEIN.—A two-decker newly repaired, and able to serve for twelve years; the guns, twenty-four of 24 pounds, twenty-four of 12 pounds, and 12 of 8 pounds.

INFOEDSTRATTEN.—An old condemned two-decker, cut down and dismantled; twenty-six guns of 24 pounds, twenty-six of 12 pounds, and twelve of 8 pounds.

HILPEREN.—A good completely rigged frigate; the guns of 36 pounds.

North Wing of Defension.

The Battery or Island of Trekroner.

MARS—of 64 guns, an old two-decker, condemned, without masts.

ELEPHANTEN—of 70 guns, ditto.

This wing, which properly defended the entry of the harbour, was likewise supported by the advanced battery of the citadel, and by a movable squadron, situated behind, which consisted of the Dannemark, of 74 guns; Trekroner, of 74; the Isis, of 40; and the Sarpen and Nidelven brigs, of 18 guns each; under the orders of Chamberlain Bille.

No. 3.

Remarks.

The frigates that raked the Provosteen fore and aft, were at anchor opposite the battery on Amak island, at about 3400 Danish feet distance.

The guns of the outermost fortifications, at the S.E. of Copenhagen, being 4000 Danish feet distant from the nearest ships of defension, were of no service while the action lasted; they began to fire when the enemy took possession of the abandoned ships, but it was at the same time that the parley appeared.

inhabitants would, in a very few hours, have been completely exposed to the dreadful thunder of the British bomb vessels.

Parker's division was engaging at a great distance. The block-ships of the north wing and the Trekroner battery kept him in awe, as well as Nelson's van, so that Parker's motions could have no other tendency than to hinder this part of the defension from assisting the others, and to keep Stren Bille's squadron from coming out to take possession of those English ships which had struck, or to succour the nearest part of the fighting wing.

This citadel, too far behind to use its great guns, threw several shells, but soon left off on account of its great distance.

The foe had not only the advantage of the wind, which sent the smoke on our ships, but likewise of the current, which permitted them to stop where they thought proper, by means of a stern anchor, and thereby were enabled judiciously, as Commodore Fischer mentions in his report, to assist, cover, or draw back their ships, in order to distribute the damage so equally on all, that none should be totally lost, but that they might all, at least in appearance, safely come out of so warm a fight.

The Danes had the misfortune, half an hour after the action began, to have the Rendsborg pramm's cable shot off, which caused him to drive on a bank behind the Cone, with her bows towards the enemy, so that she became useless.

The second misfortune, which happened almost immediately, was the Dannebrog's catching fire. The third, that the Sygland's cables were shot away. The fourth was, that the chief of the Infodstratten was killed by the same fire from the enemy.

The fight was, nevertheless, continuing, and the fire of the southerly fortification of the town became effective, as

The candour of Denmark itself admits the victory to have been complete, and that future resistance would have been vain, and futile. Admitting, however, for a moment, and merely for the sake of argument, this not to have been strictly the case, our admiration, our wonder, and our applause, in viewing the conduct of his lordship, would, paradoxical as it may appear, rise at least to the same height it would have done, had he been in the actual situation of giving laws to the vanquished. We know not how sufficiently to admire that greatness of mind, which, when surrounded by the most imminent perils, can form the most glorious and extensive plans, nor can we appreciate sufficiently high the value of that wonderful intellect, that, in the precise and critical moment, can seize the happy opportunity of deciding the fate of battles and of kingdoms. He came, he saw, and he overcame, might long have been considered his lordship's motto, and the tale of his conduct; but his northern opponents had the felicity of experiencing, in their antagonist, the conduct of a truly brave, generous, and benevolent man.

well as that of the block-ships, the Mars and Elephanten, and the Trækroner battery, by the approach of the enemy, when Lord Nelson sent a parley on shore; he thereby gained time to succour those of his ships that had struck; to help others off that were aground, and to take a quiet possession of those wrecks that were either surrendered or forsaken,

It has been already observed, that negotiations between persons of honour, having a firm reliance on the conduct of each other, are, generally speaking, quickly concluded, and never unduly procrastinated for the purpose of furthering the private views of either party. Such was the case in the present instance, for after a negotiation, which continued only seven days, all the preliminary terms were completely arranged of a treaty which promised fair to restore tranquillity to northern Europe.*

* The Danish government on the one hand, and Admiral Sir Hyde Parker, knight, commander in chief of his Britannic Majesty's forces in the road of Copenhagen, on the other, being, from motives of humanity, equally anxious to put a stop to the further effusion of blood, and to save the city of Copenhagen from the disastrous consequences which may attend a farther prosecution of hostilities against that city, have mutually agreed upon a military armistice, or suspension of arms.

His Danish Majesty having for that purpose appointed Major-General Ernest Frederick Walterstorff, Chamberlain to his Danish Majesty, and Colonel to a regiment, and Adjutant-General Hans Landholm, Captain in his Danish Majesty's navy, his Commissioners for agreeing about the terms of the said armistice; and Admiral Sir Hyde Parker, knight, having, with the same view, duly authorized the Right Honourable Horatio Lord Nelson of the Nile, Knight of the most honourable Order of the Bath, Duke of Bronté in Sicily, Knight of the Grand Cross of the Order of St. Ferdinand and of Merit, and of the Imperial Order of the Crescent, Vice-Admiral in the fleet of his Britannic Majesty, and the Honourable William Stewart, Lieutenant-Colonel in his Britannic Majesty's service, and commanding a detachment of his Britannic Majesty's forces embarked; the said Commissioners

However writers and assertions may vary in respect to the reception his lordship experienced

have met this day, and having exchanged their respective powers, have agreed upon the following terms :

Article I. From the moment of the signature of this armistice, all hostilities shall immediately cease between the fleet under the command of Admiral Sir Hyde Parker, and the City of Copenhagen, and all the armed ships and vessels of his Danish Majesty in the road, or harbour of that City, as likewise between the different islands and provinces of Denmark, Jutland included.

Article II. The armed ships and vessels belonging to his Danish Majesty shall remain in their present actual situation, as to armament, equipment, and hostile position ; and the treaty, commonly understood as the treaty of armed neutrality, shall, as far as relates to the co-operation of Denmark, be suspended while the armistice remains in force.

On the other side, the armed ships and vessels under the command of Admiral Sir Hyde Parker, shall in no manner whatsoever molest the City of Copenhagen, or his Danish Majesty's armed ships and vessels on the coasts of the different islands and provinces of Denmark, Jutland included; and in order to avoid every thing which might otherwise create uneasiness or jealousy, Sir Hyde Parker shall not suffer any of the ships, or vessels under his command, to approach within gun-shot of the armed ships, or fort of his Danish Majesty in the road of Copenhagen. This restriction shall not, however, extend to vessels necessarily passing and repassing through the Casper, or King's channel.

Article III. This armistice is to protect the City of Copenhagen, as also the coasts of Denmark, of Jutland, and islands included, against the attack of any other naval force which his Britannic Majesty may now, or hereafter, during its remaining in force, have in those seas.

when he first landed at Copenhagen, all accounts seem to agree in one point; that the reserve, or

Article IV. The fleet of Admiral Sir Hyde Parker shall be permitted to provide itself at Copenhagen, and along the coasts of the different islands and provinces of Denmark, and Jutland included, with every thing which it may require for the health and comfort of its crews.

Article V. Admiral Sir Hyde Parker shall send on shore all such subjects of his Danish Majesty as are now on board the British fleet, under his command, the Danish government engaging to give an acknowledgment for them, as also for all such wounded as were permitted to be landed after the action of the ad instant, in order that they may be accounted for in favour of Great Britain, in the unfortunate event of the renewal of hostilities.

Article VI. The coasting trade carried on by Denmark along all such parts of her coast as are included in the operation of this armistice, shall be unmolested by any British ships or vessels whatever, and instructions given accordingly by Admiral Sir Hyde Parker.

Article VII. This armistice is to continue uninterrupted by the contracting parties for the space of fourteen weeks, from the signature hereof, at the expiration of which time it shall be in the power of either of the said parties to declare a cessation of the same, and to recommence hostilities upon giving fourteen days previous notice.

The conditions of this armistice are upon all occasions to be explained in the most liberal and loyal manner, so as to remove all ground for farther dispute, and facilitate the means of bringing about the restoration of harmony and good understanding between the two kingdoms.

sullenness, (if so coarse a word be allowed,) displayed by the Danes when they first beheld him, quickly disappeared. His presence ever seemed to produce hilarity; and the joy of the populace in a very few hours could hardly have been exceeded by that, which his appearance would have excited in any country where he was most popular, or even in his own. He passed through them, not elated by the pride of victory, but with all the humility and affability of a courteous stranger, whose chief, and only wish appeared to be that of desiring to be pleased himself, and contributing at the same time to the pleasure of others. The various instances of conspicuous conduct which had taken place among the Danes during

In faith whereof, we, the undersigned commissioners, in virtue of our full powers, have signed the present armistice, and have affixed to it the seal of our arms.

Done on board his Britannic Majesty's ship the
London, in Copenhagen Roads, April 9, 1801.

(Signed) (L S) NELSON and BRONTE.

(L S) WILLIAM STEWART.

(L S) ERNEST FREDERICK

WALTERSTOFF.

(L S) HANS LINDHOLM.

In pursuance of my above-mentioned authority, I ratify
this document with my hand,

(L S) FREDERICK.

Ratified by me,

(L S) HYDE PARKER,

Admiral and commander in chief of
his Britannic Majesty's fleet.

the late encounter, his ever active and penetrating mind revolved with care; and the assiduity he used in informing himself who those persons were, who had distinguished themselves, together with the warmth he is said to have recommended them to the Prince of Denmark, could not have been exceeded, had he himself been the Admiral who commanded them. Of this a singular instance is given in an account written by a modern traveller, Mr. Carr, not only of the action itself, but of his lordship's reception by the Crown Prince.

“ The citizens of Copenhagen in a moment flew to their posts, all distinctions were lost in the love of their country; nobles and mechanics, gentlemen and shopmen, rushed together in crowds to the quays, the sick crawled out of their beds, and the very lame were led to the sea side, imploring to be taken in the boats which were perpetually going off with crowds to the block-ships: a carnage at once tremendous and novel only served to increase their enthusiasm. What an awful moment! The invoked vengeance of the British nation, with the fury and velocity of lightning, was falling with terrible havoc upon a race of gallant people in their very capital, whose kings were once seated on the throne of England, and in the veins of whose magnanimous Prince, flowed the blood of her august family. Nature must have shuddered as she contemplated

such a war with brethren : the conflict was short, but sanguinary beyond example. In the midst of the slaughter the heroic Nelson dispatched a flag of truce on shore, with a note to the Crown Prince, in which he wished that a stop should be put to the effusion of human blood, and to avert the destruction of the Danish arsenal, and of the capital, which, he observed, that the Danes must then see, were at his mercy. He once more proposed their withdrawing from the triple league, and acknowledging the supremacy of the British flag. As soon as the Prince's answer was received, a cessation of hostilities took place, and Lord Nelson left his ship to go on shore : upon his arrival at the quay, he found a carriage that had been sent for him by Mr. D., a merchant of great respectability, the confusion being too great to enable the Prince to send one of the royal carriages. In the former the gallant Admiral proceeded to the Palace, in the Octagon, through crowds of people, whose fury was rising to frenzy, and among whom his person was in more imminent danger than even from the cannon of the block-ships ; but nothing could shake the soul of such a man. Arrived at the Palace in the Octagon, he calmly descended the carriage, amidst the murmurs and groans of the enraged concourse, which not even the presence of the Danish officers who accompanied him could restrain. The Crown Prince received him in the hall, conducted him up stairs, and presented him to the

King, whose long shattered state of mind, had left him but very little sensibility to display upon the trying occasion. The objects of this impressive interview were soon adjusted, to the perfect satisfaction of Lord Nelson, and his applauding country; that done, he assumed the gaiety and good humour of a visitor, and partook of some refreshment with the Crown Prince.

“ During the repast, Lord Nelson spoke in raptures of the bravery of the Danes, and particularly requested the Prince to introduce him to a very young officer, whom he described as having performed wonders during the battle, by attacking his own ship immediately under her lower guns. It proved to be the gallant young Villemoes, a stripling of seventeen: the British hero embraced him with the enthusiasm of a brother, and delicately hinted to the Prince, that he ought to make him an Admiral; to which the Prince very happily replied, “ If, my Lord, I were to make all my brave officers Admirals, I should have no Captains, or Lieutenants in my service. This heroic youth had volunteered the command of a *praam*, which is a sort of raft, carrying six small cannon and twenty-four men, who pushed off from shore, and in the fury of battle placed themselves under the stern of Lord Nelson's ship, which they most successfully attacked in such a manner, that although they were below the reach of the stern chasers, the British marines made

terrible slaughter among them ; twenty of these gallant men fell by their bullets, but their young commander continued, knee deep in dead, at his post, until the truce was announced. He has been honoured, as he most eminently deserved to be, with the grateful remembrance of his country, and of his Prince, who, as a mark of his regard, presented him with a medallion commemorative of his gallantry, and has appointed him to the command of the yacht, in which he makes his annual visit to Holstein. The issue of this contest was glorious and decisive ; could it be otherwise when its destinies were committed to a Nelson ?”

His affability prompted him to examine, and to applaud without flattery, the diligence and abilities of those, who had not as yet reached a sufficient age to contribute towards the defence of their country. Viewing them with the eye of brotherly love, and wishing to fan the early rising flame of genius, he accompanied the praises he bestowed, with presents, certainly rendered incalculably valuable, when the character of the donor was considered. In short, the page of Danish history will in all probability candidly record, to future ages, that, Copenhagen, considering him as a foe, she had never felt one, whom she had more occasion to dread ; and viewing him as a friend, had never found a man who more impressively demanded her veneration and love.

Although the British nation had been accus-

tomed to contemplate with pleasure on the heroic deeds of his lordship, yet there was a variety in the present exploit which, if it could not raise his greatness beyond that height it had already attained, at least placed his abilities and intrepidity in a new light. Scientific skill, professional knowledge, and manual expertness, were all out of the question. The assault on Copenhagen approached as near to a military attack, and the act of *storming a fortified town*, as it was possible it could do, even had human invention exerted itself to the utmost, to render the cases as closely parallel as possible. In defiance of the floating batteries used on this occasion, as the succédaneum for trenches, he bore down like a torrent every obstacle that presumed to oppose him ; and his countrymen felicitated themselves, that it would be only necessary to place him in new and varied points of danger, to call forth the latent energies of his mind, which were equal to every exertion the service of his country might in future demand of him.

The British Parliament, on the first news of the victory, were warm and affectionate in their tribute of gratitude, and of praise. Individuals of the most distinguished rank paid him the highest compliments on his conduct. In the House of Peers, after a motion made on the 16th of April, by the Earl St. Vincent, that the thanks of the House should be given to Sir Hyde Parker, the

commander in chief, Lord Nelson, Rear-Admiral Graves, and the rest of the officers and seamen, for their very exemplary bravery displayed on the memorable occasion alluded to. The Duke of Clarence, among other observations and compliments, when speaking of Lord Nelson, said, "That fortune seemed to back his courage and intrepidity in every enterprize he engaged; and acknowledged his own personal obligations, as a Prince of the Blood, to the gallant commanders, and to the whole fleet, for the accomplishment of a victory, which, probably in its effects, would restore the possessions on the Continent to his family, together with the peace and security of the British empire and of Europe."

In the House of Commons, Mr. Addington, at that time Chancellor of the Exchequer, who made a motion of the same tenor and effect with that of Earl St. Vincent, declared, "that no action had taken place in the course of the present war, which contributed more to sustain the character, and to add to the lustre of the British arms. For its execution, Sir Hyde Parker, Lord Nelson, and Rear-Admiral Graves, three most distinguished officers, had been selected; and thus prepared, the armament proceeded to the north. To enter into all the particulars of the service was unnecessary: it was sufficient therefore to say, that the fleet, after passing the Sound, advanced to Copenhagen. Such was the situation of the

enemy's force, that all our ships could not possibly be engaged. In these circumstances, Sir Hyde Parker had, with a degree of judgment which reflected the highest credit on his choice, appointed Lord Nelson, whose name has already been covered with splendour and renown, to the execution of the important enterprize. Great, however, as was the courage, the skill, and the success which had been formerly displayed by this illustrious commander at Aboukir, it was not greater than that which had been exhibited in the attack upon the fleet moored for the defence of Copenhagen; but this was not all: after the line of defence was destroyed, and whilst a tremendous fire was still continued, Lord Nelson retired to his cabin, and addressed a letter to the Prince Royal of Denmark; he then asked that a flag of truce might be permitted to land, adding, at the same time, that if this was denied, he must be obliged to demolish the floating batteries which were in his power, and that in such case he could not answer for the lives of the brave men by whom they had been defended. To the answer, which required to know the motive of such a message, his reply was—that his only motive was humanity; that his wish was to prevent the further effusion of blood, and that no victory he could possibly gain, would afford him so much pleasure as would result from being the instrument of restoring the amicable intercourse which

had so long existed between his Sovereign and the government of Denmark. Lord Nelson, in consequence, went on shore, and was received by a brave and generous people—for brave they had shewn themselves in their defence, and generous in the oblivion of their loss: with the loudest and most general acclamations, the Prince Royal of Denmark had also received his lordship in a manner conformable to his high character: the negotiation which ensued between them it would be highly improper for him now to state; but this he must observe, that Lord Nelson had shown himself as wise as he was brave, and proved, that there may be united in the same person, the talents of the warrior and the statesman."

The rewards he received, however, were not merely confined to the applause bestowed on him by the legislative body; and which he so honestly merited; for on the 19th of the ensuing month his elevation to the rank of Viscount of the united kingdom of Great Britain and Ireland, by the name, stile, and title of Viscount Nelson of the Nile, and of Burnham Thorpe, in the county of Norfolk, was announced in the London Gazette; an addition of worldly honour which, contrary to the effect too frequently produced by such marks of royal favour, excited envy in no one; the only symptom of disapprobation which was heard, being a species of sorrowful repining, that the reward had been no greater.

Notwithstanding it was known to all, that, independent of that event, which would certainly have annihilated the northern confederacy, even if no action had taken place with the Danish fleet, the cause of the allied powers had received a most fatal, and perhaps decisive, blow by the encounter; yet it was also evident there still remained much to be done. The season of naval warfare in the Baltic is confined by Nature herself to a very short space; the utmost alacrity and promptitude were therefore necessary; Russia, the most formidable power in the whole league, hitherto remained, as well as Sweden, totally unattacked. The commander in chief, therefore, proceeded to the eastward in a very short time after the convention already noticed was signed, with such ships of the fleet as were in a proper condition for service. Lord Nelson remained at Copenhagen under orders to follow him with such ships of the fleet as he should judge fit for further operations; when those whose damages were trivial had been repaired in the best manner circumstances would permit, and the necessary arrangements had been made for the return of their companions to England, with such of the captured ships as should be fit to undertake that voyage. The list of the latter was extremely confined; for with the single exception of the *Holstein* of 64 guns, which was commissioned as an hospital-ship, they were all ordered to be de-

stroyed, as being completely unfit for service. The progress of the fleet was continued with activity and diligence, although accompanied with danger. In its passage through the narrow channel that divides the islands of Amak and Saltholm, the greater part of the ships touched the ground, and two or three of them actually stuck fast for a short time: no very serious inconvenience or disaster, however, took place, and the arrival of the British armament in the Baltic struck the still unassailed confederates, Russia, Prussia, Sweden, with dismay; and Denmark, who had so lately felt its effects, with astonishment. The attack of the Russian fleet, the most formidable member of the league, and which then lay at anchor at Revel, was intended to be the first operation; but the commander in chief having received intelligence, while on his voyage thither, that the Swedish fleet had put to sea, in the hope of effecting a junction with that of Russia, Sir Hyde Parker immediately steered for the island of Bornholm, in the hope of intercepting it. He was in some measure not disappointed; the Swedish fleet were actually discovered, but its commander fearing it might experience a repetition of that disaster which he had just learnt had befallen his allies, retired on the first instant the approach of the English was perceived, and sheltered himself under the protection of the numberless forts and batteries

erected on the island at the entrance of Carlscrona, for the defence of that port.

During this interval, Lord Nelson was most actively and unremittingly employed at Copenhagen, and on the 18th of April, having provided for the most pressing emergencies of the service, he caused the guns of the *St. George*, into which ship he had again removed after the action of the 6th, to be taken out, and put on board an American ship, the passage over the grounds not being practicable for so large a vessel as that which then bore his flag, unless she were previously lightened. An adverse wind prevented his lordship, however, from moving; but, on the same evening, having received information of the relative situation between the Swedish and British fleets, as well as that an engagement, or attack might be expected, and burning with that anxious energy which so strongly characterized his actions on every similar occasion, he ordered his boat to be manned, for the purpose of following the fleet, although it was then nearly ten leagues distant from him, and the united opposition of the wind and current, threatened most powerfully to impede his passage.

Two or three anecdotes are related concerning him on this occasion, strongly indicative, as well of the state and strength of his mind, as of that wonderful enthusiasm which he at all

and 7000 pounds of
which he wanted for
the consumption of the
soldiers, it must be
very hard to find, and at the
same time a great
expense will be made
for the State (and under
note,

whether food is
Buck or 1044 bread can
be for our daily subsistence
and when would not be
any more who can undertake
in business -

Wm. J. for Capt. Meyer

-

7

•

•

•

•

times displayed in the service of his country. In his haste he had quitted the *St. George* without being provided with that necessary, and customary defence against the inclemency of the weather, a boat cloak. This circumstance was discovered soon after they left the ship, to which he refused to return; notwithstanding it was then night, the weather extremely cold, and it was foreseen that some hours must unavoidably pass ere he could reach the commander in chief: the master of one of the ships belonging to the squadron, who had been ordered to attend him, happened to be furnished with a great coat, which he in vain attempted pressing his lordship to make use of; even his refusal did him honour, when the terms, and tenor of it are considered. His answer was neither that of a contemptuous arrogance, nor that of an assumed pride, urging a man to acts, and words contrived for the purpose of acquiring celebrity: men possessing less minds have sometimes acted in this manner. The reply of Lord Nelson to his companion's affectionate offer was in perfect unison with every other action of his life: "I thank you, said he, very much; but to tell you the truth, my anxiety keeps me sufficiently warm for the present!"

"Think you," said his lordship presently afterwards, "the British fleet have quitted Bornholm? If it has," added he, without waiting to have his question answered, "we must follow it

to Carlsrona :” as though he had known instinctively the thoughts of his commander in chief and the measures he would pursue. Thus we see, that in every varied situation of danger, difficulty, inconvenience, and distress, he was equally great. That no pressure in either of the foregoing instances, let the magnitude be what it might, could abate the ardour of his mind, or divert it, even for a single moment, from that tract which the public service appeared to demand.

His lordship happily reached his former flagship, the *Elephant*, about midnight ; and, as if his arrival had been waited for, being the absolutely required preliminary to the attack, the pursuit was continued with such success during the ensuing morning, that in a few hours the Swedish armament, amounting to nine sail of the line, moored, as already described, under their batteries, were clearly discovered from the deck of the *Elephant*, and her companions. Sir Hyde Parker, the commander in chief, anxiously wishing to prevent all unnecessary effusion of blood, dispatched the *Dart* sloop of war, under a flag of truce, to the Swedish admiral, with information of the different events which had so recently taken place ; the destruction of the Danish line of defence, the apparently pacific disposition of Denmark, and the armistice which had been agreed on with that court ; requesting, at the same time, to be informed whether the British fleet was

to consider that of Sweden in the light of friends or of foes? The answer was appropriate; it prevented for the time the commencement of warfare, and the arrival of the King of Sweden himself at Carlscrona, served to prolong the public tranquillity *.

* Carlscrona, April 23.

On the 19th the English appeared off the entrance of this harbour, and sent a frigate with a flag of truce, and a letter in the English language, to the Governor, of which the following are the contents :

“ On board the London, April 18, 1801.

“ The Danish court having been induced to conclude an armistice, by which the unfortunate disputes between the Courts of Denmark and St. James’s have been accommodated; and as I am directed to require an explicit declaration from the Court of Sweden, relative to its intention to adhere to, or to abandon the hostile measures which it has taken against the rights and interest of Great Britain, I have the honour to transmit to your Excellency this letter, that I may receive in answer a declaration of the resolution of the Court of Sweden with respect to this important object, and shall conduct my future operations according to this answer, which I expect to receive within forty-eight hours.

“ I have the honour to be, &c.

“ HYDE PARKER,

“ Commander in chief of the British
fleet in the Baltic.”

Vice-Admiral Cronstadt, who has now the command here, by order of his Swedish Majesty, who was then at Malmo, immediately returned a provisional answer to the following effect :

“ That being only a military officer, he could not undertake to answer a question which did not come within the par-

The behaviour of his Swedish Majesty was magnanimous, though mild; spirited, though

ticular circle of his duty, but that his Swedish Majesty had declared he should soon be at Carlscrona, and that he would then notify to the Admiral his resolution."

Yesterday afternoon his Majesty arrived here, and caused the following official answer to be transmitted to Admiral Parker, by Vice-Admiral Cronstadt:

" AOMTAAZ,

" The King, my master, has commanded me to communicate to you the following official answer to the letter which I had the honour to receive from you on the 18th instant.

" Convinced that your Excellency is perfectly sensible of the importance and sacred nature of promises when once made, his Majesty conceives that the following explicit declaration cannot be unexpected by your Excellency; viz. That his Swedish Majesty will not for a moment fail to fulfil with fidelity and sincerity the engagements he has entered into with his allies; and that, without any reference to the particular intervention of another power, under whatever name it may be, and the effects of which can never be extended to the common interests of the hitherto neutral powers. This is the firm and unalterable resolution of his Majesty; equally induced by inclination and duty to consider the affairs of his faithful allies as his own. His Swedish Majesty, however, will not refuse to listen to equitable proposals for accommodating the present disputes, made by deputies furnished with proper authority by the King of Great Britain to the united northern powers.

" C. O. CRONSTADT,

" Adjutant-General to his Swedish Majesty for the fleet, and Commander in Chief at Carlscrona."

" Carlscrona, April 23."

inclined to peace ; and the general complexion of his conduct convinced the British admiral of the sincerity of his assurances, and the rectitude of his intentions. Satisfied of these, the continuance of the fleet off the coast of Sweden was no longer necessary. It was almost in the act of proceeding to the gulf of Finland, when a dispatch-boat arrived express from the Russian ambassador at Copenhagen, bringing the following declaration from the emperor of all the Russias to the commander in chief of the British fleet :—

“ By the decease of his majesty the emperor, Paul the first of glorious memory, the sceptre of the Russian empire has descended, by right of birth, into the hands of his imperial majesty Alexander the first. One of the first events under this monarch has been, that he has accepted the offer which the British court had made to his illustrious predecessor, to terminate the disputes which threatened the speedy breaking out of a war in the north of Europe, by an amicable convention. Faithful to the engagements which he has entered into with the courts of Stockholm, Berlin, and Copenhagen, his imperial majesty has signified to them his resolution not to act, but in conjunction with his allies, in whatever may concern the interests of the neutral powers. His imperial majesty could not have expected, that the British court would have undertaken an hos-

the attack upon Denmark, at the very time when its envoy at Berlin was authorized anew to enter into conferences with the Russian minister residing there.

“ The measures taken by his imperial majesty, were only in consequence of his wish for peace, and the welfare of mankind; and to avoid a destructive misunderstanding between the contending powers. The hostilities commenced against Denmark, and the arrival of an hostile fleet, would have frustrated the wish of his imperial majesty to maintain peace, had not this attack upon his allies been made before his proposals were known to the court of London; but, as the British fleet had sailed for the Sound before his Majesty had ascended the throne, he will wait the measures of the British court, when it shall be informed of that event.

“ The undersigned general of cavalry, and minister of state for foreign affairs, desires therefore in the name of his illustrious sovereign, that the admiral in chief of the fleet of his Britannic majesty shall desist from all further hostilities against the flags of the three united powers, till his excellency shall have received further directions from his sovereign; otherwise the admiral must be personally responsible for the consequences that may ensue, from the prosecution of the war.

“ Though prepared to repel force with force,

his imperial majesty persists in his pacific sentiments; but the justice and moderation of the cabinet of London must enable them to reconcile the demands of humanity with the duties which he owes to the honour of his crown and the interests of his allies..

“VON DER PAHLEN.”

Such was the state of affairs, when Sir Hyde Parker, after having proceeded with the fleet to Kiøge Bay, a short distance to the eastward of Copenhagen, resigned his command to Lord Nelson. He could not have confided it in abler hands; for although the flames of war had ceased to rage, the science of preserving peace, after so recent an interruption of amity, with all the different powers concerned, became a task of no small difficulty. The placid temper of his lordship was extremely well suited to the occasion, as the following correspondence, between himself and the Swedish admiral, will fully testify:—

" SIR, " May 9th, 1801.

“ The former commander in chief of the British fleet in the Baltic, having, at the request of the emperor of Russia, consented not to interrupt the Swedish navigation; it would be extremely unpleasant to me, should any thing happen, which might for a moment disturb the returning harmony and friendship between Sweden and Great Britain. Your excellency must therefore

permit me to inform you, that I am not directed to abstain from hostilities, should I meet with the Swedish fleet at sea. As it is therefore in your power to prevent this, I am convinced that you will consider this intimation as a friendly measure on my part, and communicate the same to his Swedish majesty. I entreat your excellency to believe that I am, with the utmost respect,

“ Your most obedient servant,

“ NELSON and BRONTE.”

“ On board the Prince George,
in the Baltic.”

(Answer by Vice-Admiral Cronstadt.)

“ ADMIRAL,

“ I have had the honour to receive the letter of your excellency of the 8th instant, and have transmitted it to the king my master, who is gone from hence to Stockholm. When I shall receive his answer, I will do myself the honour of forwarding it to you immediately.

“ C. O. CRONSTADT,

“ Admiral and Commander in Chief of the
Fleet at Carlsrona.”

“ Carlsrona, May 10th, 1801.”

Letter from Lord Nelson to Admiral Cronstadt, Commander in Chief of the Swedish Fleet, received at Carlsrona the 24th of May, 1801 :

“ St. George, at Sea,

“ SIR,

“ May 23d, 1801.

“ In the correspondence which your excellency had with the late commander in chief of the British fleet in the Baltic, who notified to you that the Swedish trade in the Cattegat and the Baltic should not be molested by British cruisers, I find no counter declaration on the part of Sweden ; I must therefore request of your excellency an explicit declaration, that the trade of Great Britain in the Cattegat and the Baltic shall in no manner be molested by Sweden. Your excellency will perceive the necessity of such a reciprocal declaration.

“ I am, with the utmost respect,

“ Your Excellency's most obedient servant,

“ NELSON and BRONTE.”

To this the following answer was returned :

“ ADMIRAL,

“ I have to-day had the honour to receive the letter of your excellency of the 23d instant. As my instructions do not permit me to issue my orders relative to the conduct to be pursued with respect to the trade of Great Britain, I shall transmit the letter of your excellency to the king, my master ; and when I receive the commands of his majesty on the subject, shall immediately

have the honour to communicate to you an official answer. I remain, with the utmost respect,

“Cronstadt.”

On the following day his lordship had the satisfaction of receiving the subjoined note :

“Carlsrona, May 24.

“Admiral Lord NELSON,

“I have this moment received the orders of the king, my master, for taking off the embargo of the trade and navigation to England, a copy of which I herewith transmit to your excellency, as your excellency, in your excellency's letter of yesterday, requested it of me, and as I am now enabled, according to my promise, to return you an official answer. I am, &c.

“Cronstadt.”

A subsequent letter, dated on the 17th of June, but which did not reach the fleet till after his lordship had quitted the command of it, concluded the epistolary correspondence in the happiest manner.

“ADMIRAL,

“With the gracious approbation of the king, my master, I have the honour to signify to your excellency, that, according to the latest accounts from St. Petersburg, his excellency, Lord St. Helens, has arrived there, and that the present

differences will soon be adjusted in an equitable and pacific manner. I am hereby afforded a new opportunity of assuring your excellency of my sincere and high esteem.

“CRONSTADT,

“His majesty’s adjutant on board
the fleet, and commander at
Carlsrona.”

The fatigue his lordship had undergone, had considerably impaired his health, a circumstance which, added to the tranquillized state of public affairs in the Baltic, caused him, not long after the departure of Sir Hyde Parker, to solicit his recall also; but, previous to his quitting the command, he put forth the following public orders; orders as generally, as they are deservedly applauded.

“Lord Nelson has been obliged, from the very bad state of his health, to apply to the lords commissioners of the admiralty, for leave to return to England, which their lordships have been pleased to comply with; but Lord Nelson cannot allow himself to leave the fleet without expressing to the admirals, captains, officers, and men, how sensibly he has felt, and does feel, all their kindnesses to him, and also how nobly and honourably they have supported him in the hour of battle, and the readiness they have shewn to maintain the honour of their king and country,

on many occasions which have offered; and had more opportunities presented themselves, Lord Nelson is perfectly persuaded they would have added more glory to their country. Lord Nelson cannot but observe, with the highest satisfaction which can fill the breast of a British admiral, that (with the exception of the glaring misconduct of the officers of the *Tigress* and *Backer* gun-brigs, and the charges alledged against the lieutenant of the *Terror* bomb,) out of 18,000, of which the fleet is composed, not a complaint has been made of any officer or man in it; and he cannot but remark, that the extraordinary health of this fleet, under the blessings of Almighty God, is to be attributed to the great regularity, the exact discipline, and cheerful obedience of every individual in the fleet. The vice-admiral assures them, that he will not fail to represent to the lords commissioners of the admiralty their highly praise-worthy conduct; and if it please God, that the vice-admiral recovers his health, he will feel proud, on some future day, to go with them in pursuit of further glory, and to assist in making the name of our king beloved and respected by all the world.

“NELSON and BRONTE.”

“To the respective admirals, captains, &c.”

“St. George, Kioge Bay, June 18th.”

On the following day * his lordship resigned the command of the squadron to Sir Charles

* Four days previous to his quitting the fleet, his lordship having received a commission from his majesty to invest Rear-admiral Graves with the military order of the Bath, performed that ceremony on board the St. George.

His Majesty's ship St. George, Kioge Bay, June 14.

A chair was placed on the gratings of the sky-light; on the quarter-deck, with the royal standard suspended over it, shewing the king's arms. The chair was covered with the union flag; a guard was ranged on each side the quarter-deck, consisting of the marines and a detachment of the rifle corps; and the captains of the fleet attended in their full dress uniforms. The royal standard was hoisted the moment of the procession beginning, which took place in the following order:

Lord Nelson came up the ladder in the forepart of the quarter-deck, and made three reverences to the throne; he then placed himself on the right hand side of it. Captain Parker, bearing the sword of state, being that which was presented to Lord Nelson by the captains of his majesty's fleet, who fought under his command at the battle of the Nile, followed Lord Nelson, and placed himself on his right side, a little in advance, making three reverences to the throne, and one to Lord Nelson. His lordship's secretary, Mr. Wallis, then followed, bearing in his hand, on a satin cushion, the ensigns of the order, making similar reverences to the throne and to Lord Nelson. Captain Parker then read the Duke of Portland's order to Lord Nelson; which ended, Rear-admiral Graves was introduced between Captains Hardy and Retalick, making three reverences to the throne, and one to Lord Nelson. The rear-admiral then kneeled down, and Lord Nelson, in the name of his majesty, laid the sword on the shoulders of the rear-admiral; the knight elect then rose, and bending his body a little forward, Lord Nelson, with the

Morice Pole, who had been sent out to relieve him, and immediately returned to England. He arrived at Yarmouth on the 1st of July, and it

assistance of Captains Hardy and Retalick, put the riband over the new knight's right shoulder, and placed the star on his left breast: Lord Nelson then made a suitable speech on the occasion, which being finished, the procession retired in the same manner it came, except the new knight, who went first, making one reverence to Lord Nelson and three to the throne.

The moment the riband was put over Sir Thomas Graves's shoulder, the signal being made preparative, the whole fleet fired a salute of twenty-one guns; when the ceremony was finished, the standard was hauled down.

The troops and marines, on hoisting the standard, presented their arms, and the drums beat a march, the troops kept their arms presented during the ceremony, and on the standard being hauled down a march was likewise beat.

The following was the speech made by Lord Nelson on the occasion:

"Sir Thomas Graves—Having fulfilled the commands of his majesty, in investing you with the ensigns of the most honourable and military Order of the Bath, I cannot but express how much I feel gratified that it should have fallen to my lot, to be directed to confer this justly merited honour and special mark of royal favour upon you; for I cannot but reflect, that I was an eye-witness of your high merit and distinguished gallantry on the memorable 2d of April, and for which you are now so honourably rewarded.

"I hope that these honours conferred upon you, will prove to the officers in the service, that a strict perseverance in the pursuit of glorious actions, and the imitation of your brave and laudable conduct, will ever ensure them the favours and rewards of our most gracious sovereign, and the thanks and gratitude of our country."

might naturally have been supposed, that the same cause which compelled him to solicit his recall from the Baltic, would have operated in preventing his lordship from entering into active service again, at least till he had enjoyed some relaxation from fatigue, and had acquired a most perfect re-establishment of his health. This, however, proved by no means the case; France, finding the ingenious project of the northern confederacy, to which her intrigues originally gave birth, and which had been artfully fomented by her emissaries, had completely failed, and that all those sanguine hopes, which had been formed of the advantages that would result from it, were now no more, now resorted to a second project, for the purpose of amusing, if the term be allowed, the indignation of England, and preventing its falling on some devoted spot, where, in just retribution for the horrors which Buonaparte and his predecessors had spread over the face of Europe, it might pour its most terrific vengeance.

It has been reiteratedly remarked with the greatest justice, both by historical, and political writers, that the phantom of invasion has in all instances of this sort, proved the best adapted to answer the views of France. In repetition, therefore, of the same measure, which experience had proved so often successful, a considerable number of French troops were drawn down to the

different parts of the opposite coasts nearest to England; and a flotilla extensive, in point of numbers, and in report, as to its equipment, highly formidable, began to be collected in divers of the minor ports, during the early part of the summer. The accumulated reinforcement of soldiers, and the additions made to this new fangled marine, began at length to excite the attention of the British ministry; a considerable military force marched towards the coast, the counties of Kent and Sussex were warned to be constantly on the alert, and extensive additions were made to the armament of light vessels, which, during the whole of the war, had been stationed in the Downs, and its environs.

A system of mere defence was by no means suited to the ideas of the British government, or the wishes of the people; and although it might have been considered an act of madness, or folly to have threatened a retaliation of warfare equally extensive with that vainly menaced by France, it was nevertheless thought political, and judicious to make desultory attacks on such of these marine dépôts as appeared most vulnerable, and attempt the destruction, not only of the vessels themselves, but of the batteries which protected them. The project was wise, and appeared to promise success; it was supposed, and properly so, that no enterprize could be more degrading to France, or could elevate the situation of Britain to a greater

height in the eyes of all Europe and of the world, than an happy seizure of the critical moment of commencing the attack, when their preparations were brought nearest to the summit of supposed perfection.

The eyes of ministers were impulsively turned with unanimous concurrence on Lord Nelson: the command was offered to him; and he disdained, notwithstanding the delicate state of his health, and his recent return from a most fatiguing service, to hesitate a single moment in accepting of it. Some persons have asserted that his lordship not only made a voluntary tender of his services on this occasion, but was the actual proposer of the project. The matter is immaterial, which ever way the fact stands; but although the propriety of the choice must have forcibly struck all ranks of persons, there were not wanting some individuals, who affected rather to disapprove of his lordship's appointment on this occasion. It was very extraordinary, however, that few, or none of them agreed together in the reasons they gave for this dissent. All, however, reflected the highest honour on his lordship. It was urged in one place, that the general character of the service was hurt by the appointment; in as much as it appeared to shew the world, from his lordship's being again so suddenly called into service, that England could produce no other person capable of conducting

so arduous an attack. In the opinion of others, the appointment was considered an hardship, owing to the services his lordship had already performed, the dangers he had encountered, the fatigues he had undergone, and the injury his health, his constitution naturally weak, must have sustained from anxiety and extraordinary exertion. The third opinion was, if possible, more flattering to his lordship's character, than either of the foregoing; the expedition was thought of too humble a nature, to demand the services of this great man; many persons held, that it was a degradation to the conqueror at Aboukir, to be employed on an enterprize against a paltry flotilla. Expeditions, added they, of the first class only, should be confided to heroes, whose character was so indelibly stamped as his own; and by a very apposite quotation declared,

“ Nec Deus interit, nil dignus vindice nodus;

“ Intererit.”

Notwithstanding these different grounds of disagreement, all united in one point of opinion; that a fitter instrument to such an occasion could not have been chosen, than Lord Nelson; that his very name was a tower of mighty strength; and that every thing which the power of man could effect, was not only to be naturally expected from the skill as well as gallantry of his conduct, but success was considered as the al-

most inevitable consequence resulting from his appointment.

To return, however, for the present, to simple narrative: his lordship, as has been already related, landed on the 1st of July, at Yarmouth, where he was received, if not with all the honours due to his great name and renown, with such as the magistracy, the inhabitants, and the military, were capable of displaying, to evince their high respect and esteem. On this occasion too did his lordship, never relaxing for a single moment from those firm and genuine principles of benevolence and humanity, which so indelibly marked his character, again exhibit to the world a fresh proof of both. His first occupation, after he had reached the shore, was to visit the hospitals, which contained those unfortunate persons who had been wounded under his command at the attack of Copenhagen. He inquired with the attention of a parent, and a friend into the state of their health; their wants, and their situation; and in all cases, where his advice, his interference, or his assistance became necessary, his aid was afforded with the affection of a true philanthropist, and with the tenderness of a foster parent. Previous to his quitting the town, the volunteer cavalry assembled, and insisted, as an humble token of their esteem, on escorting his lordship on his journey as far as Lowestoffe.

In a very few days after his arrival in London, he received his new commission, which appointed him commander in chief of a squadron, employed between Orfordness and Beachyhead; together with the whole flotilla of gun-brigs, fire-ships, bomb-ketches, and vessels of every other description, together with the sea-fencibles, embodied within the same district, and all the boats, or floating defence vessels, on board which they were appointed to act. He, accordingly, proceeded almost immediately to Sheerness, and hoisted his flag on board the *Unité* frigate of 32 guns. He sailed from thence in a very few days afterwards, and, as if it was determined by fortune, that every action of this great man's life should be accompanied with celebrity, in his passage from the Nore, instead of pursuing the usual course, and proceeding through the King's channel, he chose to attempt, using the proper precautions for the safety of the ship, a passage which had always been considered impracticable for ships of war, but which proving otherwise, has ever since been appropriately termed Nelson's Channel.

As a proper preliminary to the intended enterprize, a general and strict embargo was imposed for the prevention of all intercourse whatever, between the ports of England and those of the opposite coasts; the most positive orders were also given, that no person of any description, or rank what-

ever, should be permitted to land from France, the ports of Flanders, or of Holland. Notwithstanding, however, this strictly enforced precaution, either that jealousy, naturally attendant on timidity, had excited apprehensions in the mind of France, or she had been, with more truth, perhaps, might it be asserted, correctly informed by her trusty, and treacherous emissaries, of the blow with which she was menaced. Every precaution was immediately taken on her part, to secure herself, far as her powers permitted her, from the violence of it. From Brest to the Texel the shores were lined with troops; immense bodies had been purposely marched from the interior on the occasion, with astonishing rapidity; batteries were erected, and furnaces prepared for the purpose of heating red hot shot; in short, nothing was left undone, or untried that the knowledge of the soldier, or the skill of the engineer, could suggest, for the purpose of presenting the most formidable obstacles to the success of their assailants.

It was remarked with correctness, on this occasion, that the war between France and Great Britain assumed a new but highly interesting appearance to the individuals of both countries. That in former wars, and indeed in the preceding part of that which then existed, the distant colonies of both had most severely felt its terrors, while their vitals had remained nearly untouched

and unmolested; now, however, the encampments of France on the coast of Picardy, and those of England on the shores of Kent, revived in idea the days of the Henrys and the Edwards, when a single battle frequently determined the event of the war, and prescribed the terms of future peace.

On the 30th of July, his lordship, who had then reached Deal, hoisted his flag on board the *Leyden*, of 68 guns, from whence he very soon afterwards removed it to the *Medusa*. His force, independent of the *Leyden*, consisted of the *Ruyter* and *York*, of 64 guns each; the *Isis*, of 50; the *Hind*, *Brilliant*, *Medusa*, and several other frigates, with gun-brigs, fire-ships, and different vessels, raising the amount of the whole armament to forty sail of various descriptions. As the limits of the command were in consonance with the abilities of his lordship, extensive; so were the powers also, on which he was on this occasion invested, unusual. To remedy, as far as human aid could render its assistance, the difficulty under which his lordship laboured, in consequence of the loss of his right arm, he had the extraordinary allowance of three marine aides-du-camp, and, in short, experienced every other possible respect that could be shewn him by the board of admiralty, in regard to his suite, and appointments.

Though public opinion had for some days

prognosticated the general destination of the expedition, yet the spot destined first to feel its force, remained unknown; so that expectation was raised on tip-toe, when, on the 1st of August, his lordship quitted the Downs, and stood over to the coast of France. Boulogne sur-mer, it appeared, was fixed on as the debût of the enterprize; it had long been the principal point of rendezvous on that coast, for the gun-boats and other small craft, destined, according to report, for the invasion of Britain. It had been, moreover, a receptacle for the nest of small privateers, which had at different periods very severely injured the coasting trade of Britain, carried on, generally speaking, in vessels totally defenceless. On both these grounds, therefore, the destruction of this port, with its contents, was judicious in respect to the attempt, and would have been extremely grateful in the success of it. The flotilla which had actually been prepared within itself, had lately received a very considerable reinforcement from Calais; and it appeared, that owing to its very shallow draught of water, as well as the proximity which it was constantly enabled to keep in respect to the shore, that it was a matter almost amounting to impossibility for the British cruisers, with all their alertness, to prevent such a junction, or any subsequent measure of the same kind, in respect to vessels of the same description, that might be attempted by the enemy.

The coast in the neighbourhood of Boulogne runs in a direction nearly east, and west. To the eastward a point of land juts out, which forms a bay, in the centre of which is the mouth of the harbour opening to the north. The floating force of the enemy, consisting of six large brigs, two schooners, and twenty gunboats, were anchored in a line along the shore, at little more than a quarter of a mile's distance from it. The vessels were formed in two separate divisions; the largest of these was stationed to the westward of the entrance into the port, the remainder to the eastward. The most powerful vessel belonging to the enemy was moored off the mouth of the harbour, which was still farther protected by a strong battery on the beach, and a second on the eastern pier-head. A considerable encampment was discovered on the heights, extending on each side of the town. Such was the formidable position of defence, which presented itself to his lordship's view, when he arrived off Boulogne on the 3d of August.

The whole of the day was unremittingly employed in reconnoitering, and in making the necessary arrangements for immediate attack; and in the evening a trial was made by the bomb-vessels, as to the extent of the ranges the shells they threw, would make. The trial proving completely satisfactory, the signal was made to

call them off, and the whole armament came to an anchor, at a distance of four miles from the town. At break of day, on the ensuing morning, the preparations for commencing the attack began. The vice-admiral himself at four o'clock stationed the bomb-vessels, which were five in number, extending in an oblique line from the western point of the enemy's position. They all reached their several stations, and the bombardment actually commenced a little before five o'clock. Behind, and in support of these terrific assailants, a line, composed of ships of war, was stationed under weigh, ready to protect them on the instant, should any unforeseen molestation take place. His lordship himself, having his flag on board the *Medusa*, took his post directly in the front of the harbour; a line of small ships of war extending from his right; behind, and in support of these, the *Leyden*, of 64 guns, was stationed.

It had at first been his lordship's intention, to have made the attack with the bomb-ketches only; and the motive for this determination was judicious in the extreme. The range of shells being infinitely greater than that of shot, the vessels from whence they were thrown, were capable of being placed at such a distance, that they could carry on their operations and attacks completely undisturbed by the enemy. At six o'clock, however, it being then nearly high water,

superiority to the world, by making the attempt; and France had confessed her impotence; and her fears, by the exertions she had felt herself compelled to make, in order to parry the attack*. In the official account given by his lordship of the transaction, we again trace all those benign sentiments of benevolence and philanthropy which on every preceding occasion had marked his conduct. He warred only with those who

* 1812,

"Medusa, off Boulogne.

"The enemy's vessels, brigs, and flats (logger rigged), and a schooner, twenty-four in number, were this morning at daylight anchored in a line in the front of Boulogne. The winds being favourable for the bombs to act, I made the signal for them to weigh, and to throw shells at the vessels; but as little as possible to annoy the town. The captains placed their ships in the best possible position, and in a few hours three of the flats and a brig were sunk; and in the course of the morning six were on shore, evidently much damaged. At six in the evening, being high water, five of the vessels which had been aground, hauled with difficulty into the mole; the others remained under water. I believe the whole of the vessels would have gone inside the pier, but for want of water. What damage the enemy has sustained, beyond what we see, it is impossible to tell. The whole of this affair is of no farther consequence, than to show the enemy they cannot, with impunity, come outside the ports. The officers of the artillery threw the shells with great skill; and I am sorry that Captain Fyers, of the royal artillery, is slightly wounded by the bursting of an enemy's shell; and two seamen are also wounded. A gun-vessel is this moment sunk.

"I am, &c. &c.

"NELSON and BROXTON."

opposed him ; the unoffending inhabitants he assailed not : on the contrary, he issued the most positive orders, that every possible precaution should be used by those under his orders, to prevent their sustaining an injury. It is a matter of sufficient triumph to British humanity, that the conduct of her commanders, when contrasted with those of France, should cause the rest of the universe to shudder at the comparison.

But however unequal to the wishes, and perhaps expectations of his lordship, the event had proved, he most magnanimously desisted from showing the smallest mortification, or disappointment ; on the contrary, he bestowed the highest encomiums on the conduct of those who acted under his orders *.

* “ Medusa, off Boulogne, Aug. 5th.

“ Lord Nelson has reason to be very much satisfied with the captains of the bombs, for the placing of their vessels yesterday. It was impossible they could have been better situated ; and the artillery officers have shown great skill in entirely disabling ten of the armed vessels, out of twenty-four opposed to them ; and many others, Lord Nelson believes, are much damaged. The commander in chief cannot avoid noticing the great zeal and desire to attack the enemy in a closer and different combat, which manifested itself in all ranks of persons ; and which Lord Nelson would gladly have given full scope to, had the attempt at this moment been proper : but the officers and others may rely, that an early opportunity shall be given them, for showing their judgment, zeal, and bravery. The hired and revenue cutters kept under sail, and performed the duty entrusted to them with a great deal of skill.

(Signed,)

“ NELSON and BRONTE.”

On the 6th of August, his lordship quitted his station off Boulogne, and repaired with the greater part of his fleet, to Margate roads, leaving a sufficient force to watch the motions of the enemy: the gun-boats and smaller vessels proceeded however no farther than the Downs; and the return itself was, in reality, one of those ingenious feints, so frequently practised in war, for the purpose of deceiving, or perplexing the attention of the enemy. In the hope of carrying this ingenious stratagem to its fullest extent, his lordship, after continuing two days in Margate roads, during which he never once came on shore, again put to sea; but, as if Flushing, or some other port on the Dutch coast, had been marked out as the intended object of his attack, he steered an easterly course, though the real object he had in view still remained the same. The force under his orders became considerably augmented, by the arrival of a number of small vessels, which had been fitted out with the utmost expedition, for the purpose of joining in the second attack; so that it now amounted, including all rates and descriptions, to seventy sail. The enemy, on their part, had been no less diligent and active. The former attack had been of essential use to them: it enabled them to contemplate all the weak, as well as the stronger and more advantageous parts of their position, and erect batteries wherever they were considered

likely to be serviceable. In addition to these measures, warned by the fears which had agitated them on a former occasion, their army in the neighbourhood had been again considerably reinforced ; so that the heights, to the extent of three miles in length, were completely covered by encampments.

Although the object, for the destruction and defence of which such mighty preparations were made, was so extremely insignificant, that the expenses incurred on both sides more than tripled that, which the flotilla itself had cost in the equipment ; yet it appeared one of those nugatory points which frequently occur in the course of war, for the maintenance, or ruin of which, contending nations, without any plausible, or perhaps ostensible reasons, frequently make the strongest exertions. France had long boasted throughout Europe, and indeed every other quarter of the world, of the meditated mischief which was about to fall on Britain, under the fostering protection of this contemptible armament. Britain, on her part, felt herself rather teased into acting the part of a froward child, tormented with the threat of an imaginary bugbear, than as called upon to make exertions for the actual preservation of her subjects, from the ravages of a banditti. It was not sufficient for her to be convinced in her own mind, that the threat itself was probably nothing more than the mere

effusion of French arrogance and vanity, without any real intention of prosecuting the attempt beyond alarm; but she thought herself in some measure called upon to manifest her own dignity and consequence, to prove the arrogance, and the emptiness of the threat. Such conduct, on the part of an adversary, frequently excites those feelings.

In respect to the views and the wishes of his country, whatever might have been the first moving cause that gave them birth, no person could possibly have entered into them with more zeal, and animation than his lordship. He appeared as if roused almost above his customary ardour. To an active and daring mind, it has been justly remarked, a mind habituated to overcome all obstacles offered to impede the pursuit of victory and glory, the late success, in disabling only a portion of the flotilla, appeared as a defeat, or at best a disappointment, rather than in the light of a triumph. In brief, the destruction, or the capture of the flotilla moored off Boulogne, was an object as dear to his lordship's mind, notwithstanding its insignificance, as the successful achievement of the most arduous enterprise in which he ever had been engaged.

His lordship arrived off Boulogne on the 15th, and immediately formed the necessary arrangements for the intended attack. The obstacles to success, it is certain, appeared formi-

dable, but by no means insuperable; and the cause, which ultimately prevented that success, in its fullest extent, as it was one of those minutiae which a brave mind would almost invariably overlook, so did the adoption of the precaution reflect on the enemy as much disgrace, as their defeat would have done. On the evening of the 15th, the vessels composing the fleet were ordered to form themselves, so soon as it became dark, in four divisions *. The French line of vessels were

* Copy of Lord Nelson's dispatches.

" SIR,

" Medusa off Boulogne, Aug. 16.

" Having judged it proper to attempt bringing off the enemy's flotilla, moored in front of Boulogne, I directed the attack to be made by four divisions of boats, for boarding, under the command of Captains Somerville, Cotgrave, Jones, and Parker, and a division of howitzer-boats, under Captain Conn. The boats put off from the Medusa at half past eleven last night, in the best possible order, and before one o'clock this morning the firing began; and I had, from the judgment of the officers, and the zeal and gallantry of every man, the most perfect confidence of complete success; but the darkness of the night, with the tide and half tide, separated the divisions, and to all not arriving at the same moment with Captain Parker, is to be attributed the failure of success. But I beg to be perfectly understood, that not the smallest blame attaches itself to any person; for although the divisions did not arrive together, yet each (except the fourth division, which could not be got up before day) made a successful attack on that part of the enemy they fell in with, and actually took possession of many brigs and flats, and cut their cables. But many of them being aground at the moment of the battle's ceasing on board them, the vessels were filled with volleys

defended by long poles, headed with spikes of iron projecting from their sides; they were guarded also

upon volleys of musketry, the enemy being perfectly regardless of their own men, who must have suffered equally with us; it was therefore impossible to remain on board even to burn them; but allow me to say, who have seen much service this war, that more determined persevering courage I never witnessed; and that nothing but the impossibility of being successful, from the causes I have mentioned, could have prevented me from having congratulated their lordships. But although in point of value the loss of such gallantry and good men is incalculable; yet, in point of number, it has fallen short of my expectations. I must also beg leave to state, that greater zeal, and ardent desire, to distinguish themselves by an attack on the enemy, were never shown than by all the captains, officers, and crews of all the different descriptions of vessels under my command. The commanders of the Hunter and Greyhound revenue-cutters went in their boats in the most handsome and gallant manner to the attack.

Among the many brave men wounded, I have, with the deepest regret, to place the name of my gallant good friend, and able assistant, Captain Edward T. Parker; also my flag-lieutenant, Frederick Langford, who has served with me many years. They were both wounded in attempting to board the French commodore. To Captain Gore of the Medusa, I feel the highest obligations; and when their lordships look at the loss of the Medusa on this occasion, they will agree with me, that the honour of my flag, and the cause of their king and country, could never have been placed in more gallant hands. Captain Bedford of the Leyden, with Captain Gore, very handsomely offered their services to serve under a master and commander; but I did not think it fair to the latter, and I only mention it to mark the zeal of those officers. From the nature of the attack only a few prisoners were made; a lieutenant, eight seamen, and eight soldiers, are all

from the attempts of boarders; a species of attack which they feared more than any other, they brought off. Herewith I send the reports of the several commanders of divisions, and a return of the killed and wounded.

“I have the honour to be, &c.

“NELSON and BRONTE.”

“P. S. Captain Somerville was the senior master and commander employed.”

“MY LORD, “Eugenic, off Boulogne, Aug. 16, 1801.

“In obedience to your lordship’s directions to state the proceedings of the first division of boats, which you did me the honour to place under my command, for the purpose of attacking the enemy’s flotilla in the Bay of Boulogne, I beg leave to acquaint you, that after leaving the Medusa last night, I found myself, on getting ashore, carried considerably, by the rapidity of the tide, to the eastward of the above-mentioned place; and finding that I was not likely to reach it in the order prescribed, I gave directions to the boats to cast each other off: by so doing I was enabled to get to the enemy’s flotilla a little before the dawn of day, and, in the best order possible, attacked, close to the pier-head, a brig, which, after a sharp contest, I carried. Previous to so doing her cables were cut, but I was prevented from towing her out, by her being secured with a chain; and in consequence of a very heavy fire of musketry and grape-shot, that was directed at us from the shore, three luggers, and another brig, within half-pistol shot, and not seeing the least prospect of being able to get her off, I was obliged to abandon her, and push out of the bay, as it was then completely day-light. The undaunted and resolute behaviour of the officers, seamen, and marines, was unparalleled; and I have to lament the loss of several of those brave men, a list of whom I enclose herewith.

“I have the honour to be, &c.

“P. SOMERVILLE.”

“Lord Viscount Nelson; K. B.”

by strong nettings braced up on the upper side to their lower yards. The smallest vessel contained

"MY LORD,

"Medusa, off Boulogne, Aug. 16.

"After the complete arrangement which was made, the perfect good understanding and regularity with which the boats you did me the honour to put under my command left the *Medusa*, I have an anxious feeling to explain to your lordship the failure of our enterprise, that, on its outset, promised every success. Agreeable to your lordship's instructions, I proceeded with the second division of the boats under my direction, the half of which was under the direction of Lieutenant Williams, senior of the *Medusa*, to attack the part of the enemy's flotilla appointed for me, and at half past twelve had the good fortune to find myself close to them, when I ordered Lieutenant Williams, with his subdivision, to push on to attack the vessels to the northward of me, while I, with the others, run alongside a large brig off the Mole Head, wearing the commodore's pendant. It is at this moment that I feel myself at a loss for words to do justice to the officers and crew of the *Medusa*, who were in the boat with me, and to Lieutenant Langford, the officers and crew of the same ship, who nobly seconded us in the barge, until all her crew were killed or wounded; and to the Honourable William Cathcart, who commanded the *Medusa's* cutter, and sustained the attack with the greatest intrepidity, until the desperate situation I was left in obliged me to call him to the assistance of the sufferers in my boat. The boats were no sooner alongside, than we attempted to board; but a very strong netting traced up to her lower yards baffled all our endeavours, and an instantaneous discharge of her guns and small arms, from about two hundred soldiers on her gunwale, knocked myself, Mr. Kirby, the master of the *Medusa*, and Mr. Gore, a midshipman, with two-thirds of the crew, upon our backs into the boat, all either killed, or desperately wounded; the barge and cutter being on the outside, steered off with the tide; but

one hundred and fifty, and some of them two hundred soldiers ; added to which, the line they were

the flat boat, in which I was, hung alongside, and as there was not an officer or man left to govern her, must have fallen into the hands of the enemy, had not Mr. Cathcart taken her in tow, and carried her off.

Mr. Williams led his subdivision up to the enemy with the most intrepid gallantry, took one lugger, and attacked a brig; while his crews, I am concerned to say, suffered equally with ourselves ; nearly the whole of his boat's crew were killed or wounded : Lieutenant Pelley, who commanded the Medusa's launch, and the Honourable Mr. Maitland, midshipman, were severely wounded ; and Mr. William Bristow, master's mate, in the Medusa's cutter, under Lieutenant Steward, was killed.

" I now feel it my duty to assure your lordship, that nothing could surpass the zeal, courage, and readiness of every description of officer and man under my command ; and I am sorry that my words fall short of their merit, though we could not accomplish the object we were ordered to.

" I have the honour to be, &c.

(Signed)

" EDWARD T. PARKER."

" Lord Viscount Nelson, &c."

" MY LORD,

" Gannet, Aug. 16, 1801.

" On the night of the 15th instant, the third division of boats, which I had the honour to command, assembled on board his majesty's ship York, agreeable to your lordship's directions, and at eleven p. m., by signal from the Medusa, proceeded, without loss of time, to attack the enemy's flotilla off Boulogne, as directed by your lordship ; and as I thought it most advisable to endeavour to reduce the largest vessel first, I lost no time in making the attack ; but in consequence of my leading the division, and the enemy opening a heavy fire from [several] of the batteries, thought it advisable to give the enemy as little time as possible, cut the tow-

moored in, was so close to the shore, that they were protected not only by the land batteries,

rope, and did not wait for the other boats, so that it was some little time before the heavy boats could get up; received so many shots through the boats's bottom, that I soon found her in a sinking state; and as it was not possible to stop so many shot holes, was obliged, with the men, to take to another boat; and have the pleasure to acquaint your lordship, that I received particular support from the boats of his majesty's ship York, which soon came up with the rest of the division I had the honour to command; but finding no prospect of success, and the number of men killed and wounded in the different boats, and the constant fire from the shore of grape and small arms, thought it for the good of his majesty's service, to withdraw the boats between two and three in the morning, as we could not board her, although every effort was made.

"I have the honour to be, &c.

(Signed)

"ISAAC CORGRAVE."

"Lord Viscount Nelson, K. B."

"His Majesty's Ship Isis,

"Mr Lord,

August 16, 1801,

"In consequence of directions received from your lordship, I last night, on the signal being made on board the Medusa, left this ship, with the boats of the fourth division, formed with two close lines, and immediately joined the other divisions under the stern of the Medusa, and from thence proceeded to put your lordship's orders into execution, attacking the westernmost part of the enemy's flotilla; but notwithstanding every exertion made, owing to the rapidity of the tide, we could not, until near day-light, get to the westward of any part of the enemy's line: on approaching the eastern part of which, in order to assist the first division then engaged, we met them returning. Under these circumstances, and the day breaking apace, I judged it prudent to direct the

but also by the musketry of troops stationed in, or near them. The assailants were provided

officers commanding the different boats to return to their respective ships.

“ I have the honour to be, &c.

“ ROBERT JONES.”

“ Lord Viscount Nelson, K. B.”

“ P. S. None killed or wounded on board any of the fourth division.”

“ Discovery, off Boulogne,

“ MY LORD,

August 16, 1801.

“ I beg leave to make the report to your lordship of the four howitzer boats, that I had the honour to command in the attack of the enemy last night. Having led in to support Captain Parker's division, keeping between his lines until the enemy opened their fire on him, we keeping on towards the pier, until I was aground in the headmost boat, then opened our fire, and threw about eight shells into it; but, from the strength of the tide coming out of the harbour, was not able to keep off the pier-head, but continued our fire on the camp, until the enemy's fire had totally slackened, and Captain Parker's division had passed without me. I beg leave to mention to your lordship, that I was ably supported by the other boats. Captain Broome and Lieutenant Beem, of the royal artillery, did every thing in their power to annoy the enemy. The other officers of artillery were detached in the other four howitzer boats.

“ I have the honour to be, &c.

“ JOHN CONN.”

“ Lord Viscount Nelson, K. B.”

Total amount of officers, seamen, and marines, killed and wounded in the boats of his majesty's ships and vessels on the attack of the French flotilla, moored before Boulogne, on the night of the 15th of August.

moored in, was so close to the shore, that they were protected not only by the land batteries,

rope, and did not wait for the other boats, so that it was some little time before the heavy boats could get up, received so many shots through the boats's bottom, that I soon found her in a sinking state; and as it was not possible to stop so many shot holes, was obliged, with the men, to take to another boat; and have the pleasure to acquaint your lordship, that I received particular support from the boats of his majesty's ship York, which soon came up with the rest of the division I had the honour to command, but finding no prospect of success, and the number of men killed and wounded in the different boats, and the constant fire from the shore of grape and small arms, thought it for the good of his majesty's service, to withdraw the boats between two and three in the morning, as we could not board her, although every effort was made.

"I have the honour to be, &c.

(Signed) "ISAAC CORGAGIET,"

"Lord Viscount Nelson, K. B."

"His Majesty's Ship Isis,

August 16, 1801,

"My Lord,

"In consequence of directions received from your lordship, I last night, on the signal being made on board the Medusa, left this ship, with the boats of the fourth division, formed with two close lines, and immediately joined the other divisions under the stern of the Medusa, and from thence proceeded to put your lordship's orders into execution, attacking the westernmost part of the enemy's flotilla; but notwithstanding every exertion made, owing to the rapidity of the tide, we could not, until near day light, get to the westward of any part of the enemy's line on approaching the eastern part of which, in order to assist the first division then engaged, we met them returning. Under these circumstances, and the day breaking apace, I judged it prudent to direct the

torily forbidden, lest a fire, casually began, in spite of every precaution, might have alarmed

kept at a distance, which we estimated at 1900 fathom from the line of our division.

“ The English fleet attempted several times to advance; our soldiers requested leave to board; and three battalions embarked in the three sections of the division; the other divisions of the light flotilla were in port ready to proceed to the assistance of the van.

“ Our flotilla kept up a well supported fire, and at noon the enemy was obliged to resume his first position without reach of our cannon; he however continued to throw bombs; the number of those thrown in the course of the day amounted to more than nine hundred. No person was either killed, or wounded by them. Two gun-boats, which they had damaged, were immediately put in a state of service.

“ Yesterday, the 5th, in the morning, the English fleet disappeared; Rear Admiral Latouche could have done more hurt to the enemy, had the weather been calm.

“ The intention of the English Admiral was to compel our van to return into port; he did not accomplish that object: this combat took place in sight of both countries. It is the first of the kind: the historian will have cause to make this remark.”

French Official Account, from Rear-Admiral Latouche, to the Minister of Marine.

“ CITIZEN MINISTER, “ Boulogne, Aug. 16.

“ I had the honour to inform you, by my dispatch of the 17th Thermidor, of the battle of the 16th (August 4), in which the leading division of the fleet of small vessels under my command, of itself frustrated all the efforts of the English fleet, and kept the enemy at a sufficient distance from Boulogne, to prevent the bombardment of the port, and to ward off all danger from the other divisions of the fleet. Admiral Nelson, seeing that all his efforts were ineffectual, disappeared

with boarding pikes, tomahawks, and cutlasses only, the use of muskets having been most peremp-

4 officers, 33 seamen, 7 marines, killed;—14 officers, eighty-four seamen, thirty marines, wounded;—total, 172.

To the preceding accounts as well of the last, as of the former action, the annexed details, furnished by the enemy, will form a very proper supplemental contrast; but though we may ridicule the vanity, and despise the arrogance as well as the falsehoods which pervade them, it is incumbent on us to bestow every tribute of applause on the conduct of a generous enemy: such was one of the individuals against whom the British assailants had to contend; for it is reported on the most indisputable authority, that when the first of the British boats approached the French commodore, or commander of a division, that officer hailed, and said in tolerable good English, "Let me advise you, my brave Englishmen, to keep your distance, you can do nothing here, and it is only uselessly shedding the blood of brave men to make the attempt." Indeed it would have been singularly cruel to have supposed that every person employed as an officer in the service of France should equally disgrace themselves. It would be illiberal also to imagine, there are not several individuals, who still possess virtue enough, to rescue the once so much boasted honour of the French military character, from infamy and contempt.

French Account of the Attack at Boulogne on the 4th of August, 1801.

"The day before yesterday, August the 4th, at day break, Admiral Nelson, with thirty vessels of war of all sizes, appeared before Boulogne. A division of our light flotilla was anchored, at the distance of 500 fathoms, before the entrance of the port. The three sections of the division were placed close to each other, without any interval. The English bomb vessels began the fire, which was returned; but the enemy

continuance, cannot be better related than in the official detail annexed: it will prove the completest refutation of any malicious attempt, to blame his lordship's want of a more extended success, or his merit in having deserved it, if such, -owing to the strange depravity of the human mind, should ever start up.

Perhaps the true principles of greatness were never so manifestly conspicuous in his conduct, as in the present instance. Mortified and chagrined as he must have been, that a victory, the most decisive in its nature, had not crowned his attempt, yet he sought not to shelter himself, even from his own reflection, by resorting in the smallest degree to the customary, though truly scandalous mode of inventing blame, and attaching it to points and to persons, with which it ought by no

at Algeiras, the English were the dupes of this manœuvre. Our boats accompanied the retreat of the enemy with a heavy cannonade, which did not cease till four in the morning, when the English had got beyond gun shot. Of the enemy's boats, eight were run down, and four were taken: I must be within bounds, when I state their loss in killed, wounded, and prisoners, at four or five hundred men. Every moment the dead bodies of the English are cast upon the beach; the battalions of the 46th, 57th, and 108th, embarked in the leading division, covered themselves with glory. I shall not fail to send you the names of those brave fellows, who deserve to be particularly distinguished by the Chief Consul. On our side we had ten men killed, and thirty wounded."

the enemy too soon. The mode of attack, and the different events which took place during its

on the 17th, no doubt to procure reinforcements, and to lay in ammunition. He again made his appearance yesterday with several ships of the line, and a great number of frigates, brigs, pinnaces, gun boats, &c. He anchored at the distance of 3000 toises from the landing division, which still kept its original position, about 500 toises from the mouth of the harbour. I had augmented it by one section, and had strengthened it by the addition of several bomb ships. I could easily perceive in the evening, that the enemy meditated an attack, their ships being surrounded with boats, and small craft of all sizes; I had therefore ordered several boats to keep watch, that I might have timely notice of the approach of the enemy. About three quarters of an hour after twelve, one of the boats discovered the enemy, and was immediately attacked. The fire opened with uncommon briskness on both sides; the bombs, the cannon, and the musketry, presented, amid the waves, a spectacle truly grand, the land batteries could be of no assistance to us, for fear of firing on our own boats. The enemy had embarked from two to three thousand men, in pinnaces and boats. Six of these attack'd the Etna gun-boat, carrying Captain Peireux, who commanded the division, and killed two English sailors with his own hand. Almost all the gun boats of the leading division were at the same time boarded by the English pinnaces; but there every where found the same resistance; every where they were repuls'd. The bravest of the English who attempted to board, were either thrown into the sea, or made prisoners; the farthest off gun brig on our right, the Vulcao, was attacked again and again, but always repulsed the enemy. The gun-boat, the Surprise, commanded by Lieutenant Carrao, run down four of the enemy's pinnaces, and took a considerable number. While these things were going on in front, a division of the enemy attempted to get between us and the shore here, as

person, in a way which will completely annihilate the whole of them. Lord Nelson is convinced, that if it had been possible for men to have brought the enemy's flotilla out, the men that were employed to do so, would have accomplished it. The moment the enemy have the audacity to cast off the chains which fix their vessels to the ground, that moment, Lord Nelson is well persuaded, they will be conducted by his brave followers to a British port, or sent to the bottom.

(Signed) "NELSON and BRONTE."

While his lordship, on his part, was using every possible means in his power, to sooth the feelings of others; to the high praise of the admiralty board, be it added, that it was no less solicitous to afford the same species of consolation to him; and the first lord, forgetting the natural severity of his situation, and the customary coolness, too often, very injuriously shown to the most gallant men, where the success has sunk below the expectation which attended the enterprise, is said to have written his lordship the annexed letter; a letter, which we consider as bearing sufficient testimonies within itself of its being authentic, to authorize our saying we believe it to be so.

Extract of a Letter from the Earl of St. Vincent to Lord Viscount Nelson, K. B., dated the 17th instant.

means to be connected. His lordship paid the sincerest tribute to all engaged under his orders; he stated the most satisfactory reasons, in full exculpation of those, whom fortune and natural impediments prevented from joining in the attack; and he candidly recounted the causes which opposed his triumph: one of them was extremely singular, and to a generous, a spirited foe, must have proved as fully mortifying, as the most perfect defeat could have done. On the 18th, his lordship seizing the earliest opportunity in his power, to quiet the harassed feelings of those he so ardently expected to have led to unqualified victory, issued the following general orders, than which, it was impossible, perhaps, to contrive any, that would have more effectually contributed to the desired purpose.

“ Medusa, Downs, August 18.

“ Vice-Admiral Lord Nelson has the greatest satisfaction in sending to the captains, officers, and men under his command, that were employed in the late attempt on the enemy's flotilla off Boulogne, an extract of a letter which he has received from the first lord of the admiralty; not only approving of their zeal and persevering courage, but bestowing the highest praise on them. The vice-admiral begs to assure them, that the enemy will not have long reason to boast of their security; for he trusts, ere long, to assist them in

person, in a way which will completely annihilate the whole of them. Lord Nelson is convinced, that if it had been possible for men to have brought the enemy's flotilla out, the men that were employed to do so, would have accomplished it. The moment the enemy have the audacity to cast off the chains which fix their vessels to the ground, that moment, Lord Nelson is well persuaded, they will be conducted by his brave followers to a British port, or sent to the bottom.

(Signed) "NELSON and BRONTE."

While his lordship, on his part, was using every possible means in his power, to sooth the feelings of others; to the high praise of the admiralty board, be it added, that it was no less solicitous to afford the same species of consolation to him; and the first lord, forgetting the natural severity of his situation, and the customary coolness, too often, very injuriously shown to the most gallant men, where the success has sunk below the expectation which attended the enterprise, is said to have written his lordship the annexed letter; a letter, which we consider as bearing sufficient testimonies within itself of its being authentic, to authorize our saying we believe it to be so.

Extract of a Letter from the Earl of St. Vincent to Lord Viscount Nelson, K. B., dated the 17th instant.

“ It is not given us to command success.— Your lordship, and the gallant officers and men under your orders, certainly deserve it; and I cannot sufficiently express my admiration of the zeal and persevering courage with which this gallant enterprize was followed up, lamenting most sincerely the loss sustained in it. The manner in which the enemy's flotilla was fastened to the ground, could not have been foreseen. The highest praise is due to your lordship, and all under your command, who were actors in this gallant attempt.”

The toil and dangers attendant on the encounter itself being concluded, his Lordship's attention became, as it were, naturally, directed to the care of those, who had received wounds while fighting under his orders. Almost immediately on his arrival at Deal, nay, the very first occupation in which he was engaged, was that of visiting the hospital; and it is needless to add, that this kind and cordial proof of affection, not only afforded the brave sufferers the most sensible consolation and pleasure, but that his all-penetrating eye, scrutinizing every inconvenience under which they laboured, enabled him, where circumstances would permit, to apply the best palliatives, and remedies towards them. Several anecdotes are related of his conduct on this occasion; one of them in particular merits attention. On inquiring of one man whom he recollected, what his ailment was,

he learnt that he had lost an arm; Lord Nelson told him never to mind that, for that he himself had lost one also, and perhaps should shortly lose a leg; but that they could never be lost in a better cause, than in the defence of their country. This had a wonderful effect on the seamen; several of them exclaimed, that they only regretted their wounds, as they prevented them accompanying him in another attack on their enemies. In fine, he treated each individual with all the affable attention he could have done, had he been his intimate friend, or his relative. After inquiring into their several cases, left them, with the most cordial expressions of his wishes and confidence, that he should soon bring them good news, and find their health perfectly re-established.

The preceding instances, and display of a truly noble and generous mind, were by no means new in his lordship; as will appear by the annexed anecdotes relative to him, which are reported to have taken place in the preceding year. During his lordship's visit at Salisbury, in the month of December 1800, he discovered a sailor among the crowd, before the council house in that city, who proved to have been one of the persons who had fought under the orders of his Lordship, at the battle off Aboukir: the recollection of a man, who had hazarded his life in company with himself, and had contributed thereby to the service and the glory of his country, connected with the idea of

his having been one amoo the humble instruments of his own exaltation, affected him extremely; he called to him, and after most warmly expressing the satisfaction he should always feel, oo meeting any person who had borne an active part in the transactions of that proud day, made him an handsome présent, to which he added the most hearty wish, for his future welfare and prosperity. Aooother man afterwards presented himself, who had experienced at the Helder Point, a similar misfortune of the loss of an arm, to that which had befallen his Lordship off Teneriffe: no thought attached to the distinction of rank, appeared ever to have taken possession of this brave man's mind; he found himself as to bodily injury, in a similar predicament with the poor individual he then beheld; his sympathy was awakened; and the only difference in their condition his benevolence allowed him to recollect, was that, of his own better fortune; a proof of which his fellow sufferer immediately experienced, by the liberal token he gave him of his generous compassion for his misfortunes. The third anecdote is, if possible, much more interesting than either of the preceding: it is a fact, though certainly a very singular one, that he should next discover, amidst the huzzaing multitude, a person who had attended him at the time he lost his arm, and had assisted nt the amputation: the noble Admiral beckoned him up the stairs of the

council house, and meeting him as he approached the room, took him by the hand with a present in his own, with looks expressive of the remembrance for the tender services he had experienced from him, on that melancholy occasion: as the man withdrew, he took from his bosom a piece of lace which he had torn from the sleeve of the amputated arm, declaring he would preserve it to his last breath, in memory of his late gallant commander, whom he should always deem it the honour of his life to have served. Lord Nelson bade him farewell, with an emotion which no effort could stifle.

In consequence of the preliminaries of peace, which were signed presently afterwards, the important services of his Lordship during the current war, were closed by the attack on Boulogne. While he was engaged in it, the following notification, as to the extension of his Barony, appeared in the London Gazette, dated August the 1st: "Right Honourable Horatio Lord Viscount Nelson, K.B., Vice-Admiral of the Blue, Duke of Bronte, in Sicily, Knight of the Grand Cross of the Order of St. Ferdinand and of Merit, and of the Imperial Order of the Crescent, created a Baron of the united Kingdom of Great Britain and Ireland, by the name, style, and title, of Baron Nelson of the Nile, and of Hilborough in the county of Norfolk, with remainder to the heirs male of his body lawfully begotten; and in

default of such issue, to Edmund Nelson, Clerk, Rector of Burnham Thorpe, in the said county of Norfolk, Father of the said Horatio Viscount Nelson, and the heirs male of his body lawfully begotten, and to the heirs male lawfully begotten, and to be begotten, severally and successively, of Susannah, the wife of Thomas Bolton, Esq., and sister of the said Horatio Viscount Nelson; and in default of such issue, to the heirs male of Catherine, the wife of George Matcham, Esq., another sister of the said Viscount Nelson." The preceding was followed by a second notification on the 12th of the ensuing month, which stated, that Lord Viscount Nelson had been permitted, by his Majesty's warrant dated January 7th, 1801, to adopt for himself and heirs, the title of Duke of Bronte, with the fief of the Dutchy annexed thereto; and also to receive the Great Cross of the Order of St. Ferdinand and of Merit, all conferred on him by Ferdinand the 4th, King of the two Sicilies."

Such is the interesting catalogue of the important services rendered by his Lordship to his country, during one of the most bloody wars in which England had been engaged, for the space of centuries. In respect to the length of its duration, it had rarely been exceeded; in the importance of its object, never; the principles on which it had began, became changed indeed, during the continuance of it, but were in no degree less

horrible than they had been in its commencement. The preservation of the internal tranquillity of France, the restoration of the Bourbon family to their just rights and functions, and the arrangement of an established form of government, framed according to the wishes of the people, provided that arrangement did not interfere with the peace and domestic safety of every other state and government in Europe, were the motives which first induced Britain to draw the sword of war.

These motives however were soon put an end to, by the fury of the savage banditti who had usurped the French government. Not content with the annihilation of order throughout the extensive dominions of that country, once called France, they boldly avowed, they menaced their intention and determination, of carrying the same infernal purpose into effect, through every country that presumed to oppose them. The war ceased to be conducted according to those regulations, which had ever been considered as inviolable laws, in all contests between christian and civilized nations; and Britain found, with the sincerest sorrow, that if she wished to place herself on an exact and equal footing with her opponent, she must totally divest herself of her humanity, and call forth her druids from their graves, to attend her armies, as they were wont to do in the days of barbarism, that they might

commence their dreadful and sanguinary sacrifices to the god of battle, by the immolation of all those unfortunate persons whom the chance of war threw into their hands.

The ravages of the horde spread like a pestilence, no country where they were once able to obtain a footing, could withstand them; where force failed, corruption succeeded; so that in a few years Britain had the dreadful mortification of beholding the whole of those states, which were strongly allied to her at the commencement of the dispute, either leagued in arms against her, or compelled to submit to an ignominious quietude. She herself stood alone, great, and unappalled; nor will either the present, or any future age venture to deny, that among the first causes that created her greatness, and removed her fears, was the conduct of HORATIO NELSON.

When Spain, cajoled by the promises, or terrified by the threats of that self-constituted body of tyrants, called the French Directory, deserted the honest cause in which she had been engaged, her energies were paralyzed on the instant of their first exertion; she fell, as if awed by the intervention of some preternatural power, and shrinking within herself, made no efforts whatever to remedy the disaster, or palliate the disgrace, which she had sustained in the encounter off Cape St. Vincent's. To whom could she attribute this disaster, this humiliation, and this disgrace?

It was imputable to only one cause ; and it would be an insult to the understanding of the world to prescribe the answer : “ At eighteen minutes before one,” says the journal of the Captain, “ that ship having passed on the starboard tack the last of the enemy’s line of nineteen sail, which were on the larboard tack, the Spanish admiral, in the *Santissima Trinidad*, bore up, evidently with a design to join a division of his fleet of eight sail of the line, which were on the Captain’s bow ; on which the commodore ordered the ship to be wore : when passing between the *Diadem* and the *Excellent*, she was immediately engaged by the *Santissima Trinidad*, a four-decked ship, and two other three deckers, and several two deckers ; so that, at one time, we were engaged by nine line of battle ships, in which we were most nobly supported by Captain Troubridge, of the *Culloden* : the Spanish admiral desisted from his attempt of joining his other division, and hauled to the wind on the larboard tack.” Although the journal has been already given at full length, yet the repetition of the preceding extract will not perhaps be considered as a redundancy, as it tends so effectually to explain the circumstance, on which the event of the battle turned. It will be seen also, on referring to the short minute, written by Lord Nelson himself, of the same transaction, with what peculiar modesty

he passes over an occurrence so highly honourable to himself, and displaying the utmost splendour of his character, attributes his success as almost entirely proceeding from the conduct of others; in justice to whom it must be owned, that as the example of their leader seemed calculated to inspire them with every proper confidence in their own strength, so did they manifest to their antagonists, and to the world, that their magnanimity appeared to rise to an unusual and unprecedented height, as a counterbalance to those fearful odds, to which they were opposed.

His Lordship's conduct in the action just referred to, incontrovertibly evinces the strongest and most active comprehension of mind, together with a quickness of ability in nautical manœuvres, which certainly had never been exceeded on any preceding occasion whatever. The delay, the hesitation of a moment, would have placed victory beyond his reach; and although by the act itself, he incurred a most heavy and serious responsibility, a responsibility which, had his measures failed of success, might have materially affected himself; he nevertheless seized with avidity, what he considered the glorious opportunity, and led his brave companions to conquest, without coldly conforming to the antient code of discipline, and waiting for orders, when fortune offered him an opportunity of confounding the plans invented by the enemies to his country.

The battle of Aboukir placed his Lordship's nautical conduct and abilities, in a new point of view. He there became the cool and deliberate commander in chief; weighing his future plans with the utmost care and circumspection; providing for every difficulty that his sagacity and all penetrating mind could foresee. He arranged different modes of attack, for every different situation in which the enemy might be met with; so that it would be no empty vaunt to say, that however the mortified pride of France, may attempt to cover her disgrace by imputing it to the misfortune of their fleet having been surprised at anchor: flimsy as the pretended apology is, it avails them nothing. It appears on the most undeniable testimony, that whether they had been discovered at sea, or in port, at anchor, or under sail, encumbered with a convoy of transports, or freed from any impediment whatever to their best exertions, still was his lordship equally well provided against every case, which could possibly occur; and arguing from what we know, it would almost be a libel on his character, to doubt, that in every case he would have been equally successful.

If, on the former occasion, victory produced the effect of rendering the Spanish navy an inactive spectator of the war, its influence on the present, was equally advantageous and serviceable to

Britain. The motley horde, denominated the army of France, had subdued Italy, overran a considerable part of the continent of Europe, and had either conquered, or neutralized, almost every state, and government which it contained. The voracious appetite of conquest was not even yet sufficiently glutted; India, and in particular the possessions of Britain in that quarter, appeared to hold forth a mine of wealth, equal in its actual and accruing value, to the aggregate plunder which France had till that time carried off from all the other countries she had attacked, and subjugated, or had extorted as the price of a meanly purchased, temporary quietude. Those who had assumed the government of France had the audacity to declare, that the fate of India was irrevocably fixed; that the possession of its treasures was decreed to France; with a myriad of other expressions, bearing the same tendency, too weak, too ridiculous for repetition. Such indeed were the hopes and expectations perhaps of that country, and its governors, and the effect of those hopes and expectations being realized, would have been so dreadful, that the contemplative politician shudders almost at the recollection of an event, so important; an event which, in all human probability, depended on the termination of the battle off Aboukir.

The modern Kouli Khan felt his progress

arrested ; he found himself deceived in the romantic idea he attempted to promulge, that he bore in his hand the destinies of the world ; when his army ceased to be stationary, it was defeated, and his own ridiculous and frantic folly increased its disasters. Europe considered the spell as broken ; nations now no longer deemed the power of France invincible ; many of them flew to arms, for the recovery of their rights, and, aided by Britain, freed themselves from the yoke of tyranny and oppression.

The next action, the attack on Copenhagen, again varied, in the circumstances that attended it, from either of the preceding, and required a distinct line of abilities, to render it in any degree successful ; for though various naval attacks on preceding occasions, and in former wars, had been made on towns and fortresses, and had proved fortunate in their conclusion, yet none of them were attended with the same disadvantages as the present : the Danes themselves were so well satisfied of the impregnability of their position, that they considered the arrival of the British fleet, rather as a vain attempt to intimidate them, than as one seriously intended for their chastisement. The success frequently obtained by ships when opposed to fortresses, has been attributed, with the strictest truth, to the great superiority of fire, which the former are always capable of

Britain. The motley horde, denominated the army of France, had subdued Italy, overran a considerable part of the continent of Europe, and had either conquered, or neutralized, almost every state, and government which it contained. The voracious appetite of conquest was not even yet sufficiently glutted; India, and in particular the possessions of Britain in that quarter, appeared to hold forth a mine of wealth, equal in its actual and accruing value, to the aggregate plunder which France had till that time carried off from all the other countries she had attacked, and subjugated, or had extorted as the price of a meanly purchased, temporary quietude. Those who had assumed the government of France had the audacity to declare, that the fate of India was irrevocably fixed; that the possession of its treasures was decreed to France; with a myriad of other expressions, bearing the same tendency, too weak, too ridiculous for repetition. Such indeed were the hopes and expectations perhaps of that country, and its governors, and the effect of those hopes and expectations being realized, would have been so dreadful, that the contemplative politician shudders almost at the recollection of an event, so important; an event which, in all human probability, depended on the termination of the battle off Aboukir.

The modern Kouli Khan felt his progress

arrested ; he found himself deceived in the romantic idea he attempted to promulge, that he bore in his hand the destinies of the world ; when his army ceased to be stationary, it was defeated, and his own ridiculous and frantic folly increased its disasters. Europe considered the spell as broken ; nations now no longer deemed the power of France invincible ; many of them flew to arms, for the recovery of their rights, and, aided by Britain, freed themselves from the yoke of tyranny and oppression.

The next action, the attack on Copenhagen, again varied, in the circumstances that attended it, from either of the preceding, and required a distinct line of abilities, to render it in any degree successful ; for though various naval attacks on preceding occasions, and in former wars, had been made on towns and fortresses, and had proved fortunate in their conclusion, yet none of them were attended with the same disadvantages as the present : the Danes themselves were so well satisfied of the impregnability of their position, that they considered the arrival of the British fleet, rather as a vain attempt to intimidate them, than as one seriously intended for their chastisement. The success frequently obtained by ships when opposed to fortresses, has been attributed, with the strictest truth, to the great superiority of fire, which the former are always capable of

maintaining against the defences of a fortification. To be explicit, thirty-seven guns, being the number contained in the broadside of a battering ship of a medium class, are probably opposed to four, or at most six which the fortress itself is capable of bringing to bear on her: in the attack of Copenhagen, however, no such superiority existed; her ships had all the force of batteries, for they were purposely prepared for the occasion, and rendered superior to their assailants, by every artificial aid scientific ingenuity could contrive; the number of guns mounted on board them, equalled as near as possible those in the British fleet; added to which, they derived the most important support from the Trekroner, or crown batteries, on which were mounted eighty-eight pieces of heavy cannon. These obstacles all gave way before the assiduity, and spirit of Lord Nelson; and it were difficult perhaps to decide, in which particular his transcendant merit appeared most conspicuous; whether in his care and attention to the discovery of the proper track, or course which it was necessary his *squadron should take previous to the commencement of the contest*, his firmness as an hero during the continuance of it, or his abilities as a statesman, after its conclusion. Taken together, they certainly effected a service to the nation, which perhaps has never been equalled, beyond all possibility of dispute, or cavil, never

exceeded. The effects of the former victories have been already stated; those produced by the present, were not less important.

The visionary conqueror of India; foreseeing the ultimate, and perhaps not far distant termination to his Egyptian expedition, returned once more to renew the scene of blood, of corruption, and every base act of political chicané, on the political theatre of Europe. What effect, or rather what was the extent of the effect, which the secret machinations of his diabolical emissaries, and himself, produced, in giving birth to the northern confederacy, and fostering it, till it arrived at mischievous maturity, it is impossible to say, with any thing like precision; unless the perfect history of those intrigues were fairly to be developed, and made known to the world. Britain felt the influence, and knew the source from whence it sprang, though the eye was unable to trace the channel through which it passed. It is sufficient to say, that however warily this plan of humiliation and destruction might be laid, the genius of Nelson appeared as selected by Providence, not to circumvent and oppose, but to overwhelm it. Thus, for the third time, did the Supreme Disposer of all human events, place the preservation of England within his reach; and thus, for the third time, did he nobly perform the trust reposed in him.

Fortunate as the exertions of his lordship proved on all occasions to his country, there are few persons who have been less subject to disaster than himself. To recapitulate the number, and the nature of the wounds which he received, would be truly afflicting to humanity itself. Were not the facts incontrovertible, future ages would scarcely credit the fatigues he underwent, the frequent indispositions induced by a constitution, naturally of a most delicate texture, which he bore with patience, and the bodily injuries received in the exercise of his profession, which he had survived. He appeared, if the expression be allowed, to be all soul; and that soul, to be unshakeably devoted to the service of his God, and of his country.

The honours that were conferred on him, were; it must be confessed, numerous; they exceeded far perhaps his own wishes, and expectations, but not his merits: they were such, however, as the usage of his country warranted; and had they been less, his lordship would have accepted them with grateful content. That they were not infinitely superior, was his misfortune, and not the crime of those, who directed toward him the favour of his sovereign. To have exceeded those limits, which the long established usage in bestowing honours had erected into a law, would have constituted a precedent highly

censurable, and from which, the honour of the noble person himself, feeling itself insulted and disgraced, would have turned with indignation.

The fact was, that at an age, when many men, and of excellent characters, too, had risen to no public and pre-eminent command, Commodore Nelson had, by a continued series of the most brilliant actions, raised himself as a child of the highest expectation, and was most deservedly invested with the command of a squadron. In this capacity, he surpassed the highest expectations that had been formed of him, and the power of Spain shrunk beneath his grasp. Great as the service was, and superior as would have been his reward, had his rank in the naval service, and the station he then held, permitted it, the intentions of those, who would willingly have conferred on him the highest honours, reluctantly felt those intentions thwarted and cramped, by what is quaintly termed the etiquette of the service.

He became a flag officer; he was selected to command an expedition, on the success of which the fate of Europe depended; he overtook the armament of the enemy, and he achieved a victory, which, in respect to extent, had never been equalled. He was honoured with a peerage: on this occasion, for the second time, was the munificence and liberality of his prince cramped by

custom. Notwithstanding he was a flag officer, he was one of the youngest class, he commanded a detachment only, and, consequently, acted in a subordinate capacity. Under those circumstances, there was no precedent for bestowing on him a superior rank. At Copenhagen, the same cause, for a third time, produced the same effect; and he was raised from the rank of baron to that of viscount only.* Thus it was, that with the most perfectly acknowledged claim to the highest honours, for the excellent service which he had rendered, in the first, and every other of the instances just related, he did not, owing to the peculiarity of his situation, live to attain that honour, which had been bestowed, we will not say undeservedly, on the man, who, at the head of ninety-nine ships of the line, was represented as the saviour of England, because he had defeated that of France, which consisted of forty-four only.*

The cessation of hostilities, the only event, perhaps, that could have caused his lordship's quitting the line of active service, afforded him the means of renovating a constitution shattered and enervated by the long, and very laborious

* The combined fleet of England and Holland, under the command of Admiral Russel, at the battle of La Hogue, consisted of ninety-nine ships, all of them of two, or three decks, and considered of the line.

occupations in which he had been engaged. In peace, however, he by no means sunk into obscurity. In civil life he constantly displayed all those virtues and qualifications, which render the private man honourable, and the honourable man great. To the courtesy natural to an equal, he added an affability, conjoined with the dignified demeanour of a prince. Thus did he render himself beloved, admired, respected, and adored by all parties, and by all ranks and conditions of men. In his retirement at Merton, he displayed the genuine character of an old English baron ; for benevolence and hospitality marked every action of his life ; and without possessing the revenue of a prince, he exhibited, so far as his means permitted, the munificence of one. Here it was, as has been justly remarked, that his unaffected philanthropy first found an opportunity of rendering him intimately known to those, who before knew of his virtues, only by report. As a senator, he constantly manifested the integrity, and the firmness of an honest upright legislator. When he spoke, he delivered himself in the most dignified terms ; and if he thought he discovered any thing injurious, or reprehensible in a measure, he made it his constant rule to state decidedly his objections, without suffering his mind to receive the smallest bias from the opinion even of men who, on every other occasion, he thought most highly of. He afforded the world a strong and

singular proof of his strict candour in this respect, during the debate which took place in the house of lords on the 21st of December, 1802, on the bill for the appointment of a commission to inquire into abuses, committed by certain boards employed in the naval department of public service, and by prize agents. It would have been an act of injustice to the character of his lordship, had not the speech made by him on that memorable occasion never been recorded; and it would now be one, were it omitted *. The subject of debate his

* "My Lords, In the absence of my noble friend, who is at the head of the admiralty, I think it my duty to say a few words to your lordships, in regard to a bill, of which the objects have an express reference to the interests of my profession, as a seaman. It undoubtedly originates in the feeling of the admiralty, that they have not the power to remedy certain abuses, which they perceive to be most injurious to the public service. Every man knows that there are such abuses; and I hope there is none among us, who would not gladly do all that could be constitutionally effected to correct them. Yet, if I had heard of any objection of weight urged against the measure in the present bill, I should certainly have hesitated to do aught to promote its progress through the forms of this house. But I can recollect but one thing with which I have been struck, as possibly exceptionable in its tenor. It authorizes the commissioners to call for, and inspect the books of merchants, who may have had transactions of business with any of the boards, or prize agents, into whose conduct they are to inquire. But the credit of the British merchant is the support of the commerce of the world; his books are not lightly, nor for any ordinary purpose, to be taken out of his

lordship was extremely conversant with; he knew, perhaps, from his own personal experience, the

own hands. The secrets of his business are not to be too curiously pryed into. The books of a single merchant may betray the secrets, not only of his own affairs, but of those with whom he is principally connected in business; and the reciprocal confidence of the whole commercial world may, by the authoritative inquiry of these commissioners, be shaken; all this, at least, I should have feared as liable to happen, if the persons who are named in the bill had not been men whose characters are above all suspicion of indiscretion, or malice. I may presume it to be the common conviction of the merchants, that in such hands they will be safe: since they have made no opposition to the bill in its progress; and since they have offered no appearance against it by counsel, at your lordships' bar. And truly, my lords, if the bill be thus superior to all objection, I can affirm, that the necessities, the wrongs, of those who are employed in the naval service of their country, most loudly call for the redress which it proposes. From the highest admiral in the service, to the poorest cabin boy that walks the street, there is not a man but may be in distress, with large sums of wages due to him, of which he shall, by no diligence of request, be able to obtain payment; not a man, whose entreaties will be readily answered with aught but insults, at the proper places for his application, if he come not with particular recommendations to a preference. From the highest admiral to the meanest seaman, whatever the sums of prize money due to him, no man can tell when he may securely call any part of it his own. A man may have 40,000*l.* due to him in prize-money, and yet may be dismissed without a shilling, if he ask for it at the proper office, without particular recommendation. Are these things to be tolerated? Is it for the interest, is it for the honour of the country, that they should not as speedily as possible be redressed? I should be as unwilling as any man to

enormities that the agents for prizes had on some occasions been guilty of, and he felt all proper warmth for the interest of his profession. But it is to be observed, that he confined himself entirely to that single principle of the bill, without interfering in the smallest degree with any of the remaining points, which it was its object to embrace. Like a cautious and prudent swimmer, he ventured not beyond his depth, nor did he presume to hazard his opinion on matters he did not thoroughly comprehend, and understand. On such points and parts of the bill his lordship displayed dignity, for he preserved silence. Even the constitutional objections started in opposition to it by no means tended to depreciate his character, or his discernment in having supported it: unversed in legal definitions and distinctions, he sought only to rectify an abuse, which he was certain had existed; and

give an overbearing preference to the interests of my own profession. But I cannot help thinking, that under all the circumstances of the affair, your lordships will be strongly disposed to advance this bill into a law, as speedily as may be consistent with the order of your proceedings, and with due prudence of deliberation."

On the third reading of the bill, which took place on the following day, Lord Nelson expressed also his desire, that the necessary inquiries into the flagrant abuses by prize agents, might be made the subject of a separate act. His lordship at the same time owned, that there might be instances in which the delays of the payment of prize money resulted, not from the villainy of the agents, but from accidents not easily avoidable in the common course of human affairs.

considering, though no lawyer, and spurning the incomprehensible jargon of legal debate, that he had an undoubted right, even though redress had been perfectly unconstitutional, to shelter his opinion from disgrace, or contumely, under the universally admitted maxim, that in a free country there can be no wrong, without a remedy.

Thus far, the merit and the praise of his lordship may be considered negative; but in the course of his speech, we shall find his opinion expressed in the most manly stile, entitling him to the highest veneration and respect. His objections to the powers intended to be given by the bill, authorizing inquiries, at which his mind revolted, as improper, were such, as must, to the latest moment of parliamentary discussion, entitle him to veneration as a senator, and to the love of every man, who feels himself warm in the welfare of his country, and in his wishes for the prosperity of its commerce.

The relaxation from the fatigues of service proved, unfortunately for his lordship, but of short duration. The turbulent and insatiably ambitious character of the French government, again dragged his lordship from his domestic repose, after it had continued for a period of eighteen months. The instant it was foreseen that hostilities were likely to recommence, the eyes and attention of his majesty's ministers were strongly

impelled toward his lordship, as a person to whom the most interesting and important services could be confided. The former theatre of war, where he had acquired so much glory, the tranquillity of the Mediterranean, was the station on which he was destined to act, and the object he was sent to attain. To ensure the latter, it was necessary for him to keep a constant watchful eye over Toulon; the port from whence, in a former war, that fleet had issued, which he had so gloriously annihilated.

The renewal of hostilities was announced in the house of commons on the 16th of May, 1803, and in four days afterwards, having previously hoisted his flag on board the *Victory*, of 100 guns, his lordship proceeded to Gibraltar. Rendered wary by experience, and intimidated by that terror which his very name carried with it, the French armament was content to owe its safety to its continuance in port; so that, notwithstanding every stratagem, every allurements his lordship could contrive, in the hope of drawing them from their ignoble security into fair and manly contest was had recourse to, the enemy constantly shrunk from the challenge, as though honestly sensible of their own inferiority in skill and actual strength, however numerically superior, their force might appear. In this uninteresting state of tranquillity did the naval operations in the Mediterranean continue, during the space of

twelve months; and the only occurrence which then took place, that could afford any variety to the scene, was a skirmish of the most trivial nature, for it was not thought sufficiently important to render the publication of an official account of it necessary*.

* This will, however, be supplied by the following details, transmitted to England by private hands.

Extract of a letter from an officer on board the *Canopus*, off Toulon, dated May 24th.

"Yesterday, in company with the *Donnegal* and *Amazon*, we were nearly brought to action by a very superior squadron of the enemy, whom Admiral Campbell had been sent out by Lord Nelson to reconnoitre. The main body of the fleet remained far out of sight of the land; but the weather was so very fair, that the rear-admiral was tempted to stand in close, to get a good view of them. To the eastward of the harbour's mouth, in which direction the road is open, on our near approach it fell nearly calm, and the gun-boats immediately pulled towards us, and commenced firing, when we tacked, but at such a distance that their shot fell short. The admiral fired in return. A moderate breeze by this time sprung up, and the squadron in the harbour were soon under sail after us, and in less than an hour consisted of five sail of the line, and three heavy frigates. They appeared determined to make a grand push out after us. The frigates, and one of the line of battle ships, appeared to gain considerably; and the headmost of the former, which was the same fellow that the *Amazon* chased into Hieres Bay during the winter, opened a distant teasing fire on the *Donnegal*, which was our sternmost ship. This was not to be borne long patiently by Sir Richard Strachan, who, watching his opportunity, luffed up, and gave a broadside, which made the headmost gentry heave their sails aback, quicker than ever I saw them execute any

The vigilance of his lordship did not, however, relax in consequence of the inertness of the

manœuvre. The Canopus also threw some shot at the same time, in a good direction. Although this fire was at such a distance, that I have great doubts whether any shot took effect, yet it evidently served to check the progress of the headmost seventy-four, supposed to be the Swiftsure; for notwithstanding she was coming up fast, and with four of her own class at her heels, instead of closing with the Donnegal, the moment she came within random shot, she rounded to, to fire her broadside, by which she lost a great deal of way, though perhaps this was her object. The squadron that was now in pursuit of us, and coming up fast, was so superior as to preclude all chance of doing any thing with them. Admiral Campbell therefore made sail, and they continued to follow us some time, under a crowd of canvas, still keeping the advantage of sailing; but fearful of being drawn off too far, and decoyed into the jaws of the Viscount, by the time they were about five leagues from Toulon, they were recalled by their signal post from the hill, and all stood in again. This was about three quarters of an hour past three o'clock P.M. At six we saw our fleet to leeward, and joined them about half past nine. They heard the fire indistinctly, and the Leviathan was detached towards Toulon, but had not proceeded far on her way before we were perceived returning."

2. An extract of a letter from on board the Canopus, Admiral Campbell's flag-ship, dated off Toulon, May 24th, says,

"As it is possible you will see in the papers an account of a slight action with the French, magnified no doubt by them into a retreat of the whole British fleet, I will give it you as it really was. The Canopus, the Donnegal, and a frigate, were detached from the fleet to look into Toulon, which we did yesterday morning; and after being some hours as near the mouth of the harbour as their batteries would allow us, we were rejoiced to see them in motion, and, ere long, three

enemy, and their apparent fixed determination of avoiding all encounter. Their commerce was distressed, their privateers captured, and, in fine, the British flag waved over all parts of the Mediterranean, and along the coasts of France itself, triumphant, and unopposed. The most distinguished enterprize, undertaken during the remainder of the year, was the destruction of a number of merchant vessels at la Vandour, in Hieres Bay; of which transaction Lord Nelson, fully impressed with his invariable practice of rendering justice to every officer he commanded, makes the following concise and handsome remark:—"The importance of the service may be but little, but the determined bravery of Lieutenants Thompson, Parker, Lumley, and Moore, and the petty officers, seamen, and marines, employed under them, could not be exceeded."

So mortified was his lordship at his compulsive state of inactivity, that in consequence of the

line of battle ships and three frigates came out: we immediately tacked, in order to draw them from the land, but went under an easy sail; and they soon came within range of our shot: when they began to fire, we were just sat down to dinner, which we took quietly, and then returned their fire, meaning to bring them to close action, though so far superior. We were however disappointed, for at this moment we perceived two more ships of the line and one frigate coming to their assistance. This was too great odds, under their own batteries; we therefore were obliged to sheer off.

corporation of London having voted him thanks for the service he had rendered his country, by blockading the port of Toulon, and thereby preventing the enemy's fleet in that quarter from putting to sea, he returned the subjoined very characteristic answer*, which embraced

" Mr Lord,

* " Victory, August 1, 1804.

" This day, I am honoured with your lordship's letter of April 9th, transmitting me the resolutions of the corporation of the city of London, thanking me, as commanding the fleet blockading Toulon. I do assure your lordship, that there is not that man breathing who sets a higher value upon the thanks of his fellow citizens of London than myself; but I should feel as much ashamed to receive them for a particular service marked in the resolution, if I felt that I did not come within that line of service, as I should feel hurt at having a great victory passed over without notice.

" I beg to inform your lordship, that the port of Toulon has never been blockaded by me; quite the reverse; every opportunity has been offered the enemy to put to sea, for it is there that we hope to realize the hopes and expectations of our country; and I trust that they will not be disappointed.

" Your lordship will judge of my feelings, upon seeing that all the junior flag officers of other fleets, and even some of the captains, have received the thanks of the corporation of London, whilst the junior flag officers of the Mediterranean fleet are entirely omitted. I own it has struck me very forcibly; for, where the information of the junior officers and captains of other fleets was obtained, the same information could have been given of the flag officers of this fleet, and the captains; and it was my duty to state, that more able and zealous officers and captains do not grace the British navy, than those I have the honour and happiness to command. It likewise appears,

many points extremely interesting, and honourable to his character, and at once explained the real state of the case; together with his opinion of the situation and temper of the enemy. His spirited, though modest species of remonstrance to the city, in consequence of their supposed neglect in not bestowing their thanks on the officers joined with himself in command, would cause a repetition of eulogium, which British gratitude might not, perhaps, conceive a redundancy,

my lord, a most extraordinary circumstance, that Rear-admiral Sir Richard Bickerton should have been, as second in command in the Mediterranean fleet, twice passed over by the corporation of London: once after the Egyptian expedition, when the first and third in command were thanked, and now again: consciousness of high desert, instead of neglect, made the rear-admiral resolve to let the matter rest until he could have an opportunity personally to call upon the lord mayor to account for such an extraordinary omission; but from this second omission, I owe it to that excellent officer, not to pass it by; and I do assure your lordship, that the constant, zealous, and cordial support I have had in my command from both Rear-admiral Sir Richard Bickerton, and Rear-admiral Campbell, has been such as calls forth all my thanks and admiration. We have shared together the constant attention of being more than fourteen months at sea, and are ready to share the dangers and glory of a day of battle. Therefore it is impossible that I can ever allow myself to be separated in thanks from such supporters. I have the honour to remain, with the very highest respect, your lordship's most faithful and obedient servant,

"NELSON and BRONTE."

"To the Right Hon. the Lord Mayor."

but which becomes unnecessary, because the act itself was so truly great, as to render it unnecessary that the merit of it should be pointed out. During the remainder of the year* every thing continued in the same passive state. The month of Jaouary, however, appeared to promise a renewal of more active scenes. Spain had entered herself as an ally in the dispute, and the ports of that country claimed equal attention on the part of his lordship with those of France. The fleet which had so long been in a state of complete equipment at Toulon, anxiously watching for the first apparently safe opportunity of putting to sea, pushed out of the harbour on the 15th of January, its force consisting of eleven ships of the line

* In the Naval Chronicle, vol. xii. p. 494. the following anecdote is given of his lordship, which reflects far too much credit on him to be omitted.

“ On the 11th of September, a seaman of the *Victory*, of 110 guns, Lord Nelson's flag-ship, fell from the fore-castle into the sea: on hearing the cry of a man overboard, Mr. Edward Flin, a volunteer, jumped from the quarter-deck after him, and had the good fortune to save the man, notwithstanding the extreme darkness of the night, and the ship at the time being under sail. The next morning Lord Nelson sent for Mr. Flin, and presented him with a Lieutenant's commission, appointing him to the *Blitern* sloop of war; and at the same time said, he would strongly recommend him to the lords of the admiralty; in consequence of which, their lordships have confirmed him in that appointment.”

and two frigates. Current report had assigned Egypt as the most probable place of its destination; and Lord Nelson, who, according to his wonted custom, though out of sight of Toulon, in continuance of the system of decoy, which he had so long pursued without success, was, nevertheless, at no great distance from it; he was therefore quickly informed, that the temerity of Villeneuve, or positive orders sent to him for that purpose, had at length induced him to quit port; and the British squadron, whose force was not superior to that of the enemy, instantly shaped its course to the much wished for scene of future encounter. Villeneuve, however, and those under whose orders he acted, had far different views, than the renewal of an expedition to Egypt. His lordship pursued him in vain. He traversed the Mediterranean without effect, and the force under his orders being unfortunately mistaken in various places, particularly on the coast of Sicily and Egypt, for that of France, the inhabitants of those countries felt their fears alarmed to the utmost, dreading a renewal of the same ravages from their new visitors, which their conduct, on preceding occasions, taught them so much to apprehend.

The armament of France having encountered a storm, not long after it quitted port, returned back to Toulon; while his lordship, deceived by the reports and false intelligence that had

but which becomes unnecessary, because the act itself was so truly great, as to render it unnecessary that the merit of it should be pointed out. During the remainder of the year* every thing continued in the same passive state. The month of January, however, appeared to promise a renewal of more active scenes. Spain had entered herself as an ally in the dispute, and the ports of that country claimed equal attention on the part of his lordship with those of France. The fleet which had so long been in a state of complete equipment at Toulon, anxiously watching for the first apparently safe opportunity of putting to sea, pushed out of the harbour on the 15th of January, its force consisting of eleven ships of the line

* In the *Naval Chronicle*, vol. xii. p. 494. the following anecdote is given of his lordship, which reflects far too much credit on him to be omitted.

“ On the 11th of September, a seaman of the *Victory*, of 110 guns, Lord Nelson's flag-ship, fell from the fore-castle into the sea: on hearing the cry of a man overboard, Mr. Edward Flin, a volunteer, jumped from the quarter-deck after him, and had the good fortune to save the man, notwithstanding the extreme darkness of the night, and the ship at the time being under sail. The next morning Lord Nelson sent for Mr. Flin, and presented him with a lieutenant's commission, appointing him to the *Blitern* sloop of war; and at the same time said, he would strongly recommend him to the lords of the admiralty; in consequence of which, their lordships have confirmed him in that appointment.”

and two frigates. Current report had assigned Egypt as the most probable place of its destination; and Lord Nelson, who, according to his wonted custom, though out of sight of Toulon, in continuance of the system of decoy, which he had so long pursued without success, was, nevertheless, at no great distance from it; he was therefore quickly informed, that the temerity of Villeneuve, or positive orders sent to him for that purpose, had at length induced him to quit port; and the British squadron, whose force was not superior to that of the enemy, instantly shaped its course to the much wished for scene of future encounter. Villeneuve, however, and those under whose orders he acted, had far different views, than the renewal of an expedition to Egypt. His lordship pursued him in vain. He traversed the Mediterranean without effect, and the force under his orders being unfortunately mistaken in various places, particularly on the coast of Sicily and Egypt, for that of France, the inhabitants of those countries felt their fears alarmed to the utmost, dreading a renewal of the same ravages from their new visitors, which their conduct, on preceding occasions, taught them so much to apprehend.

The armament of France having encountered a storm, not long after it quitted port, returned back to Toulon; while his lordship, deceived by the reports and false intelligence that had

been conveyed to him, pursued his fruitless search. On the 30th of March Villeneuve again put to sea; and finding, on his arrival off Carthagena, that the Spanish ships in that port were not in a state of equipment sufficiently forward to join him immediately, he pursued his voyage to Cadiz, off which port he arrived on the 9th of April *; and being reinforced by the *Aigle*, of 74 guns, a French ship of war, with six others belonging to Spain, under the orders of Admiral Gravina, he proceeded, without a moment's loss of time, to the West Indies.

The escape of so considerable a force as that of the combined squadrons had now become, excited the highest emotion and anxiety in England; an anxiety not a little increased by the information received, that the enemy's ships had a land force embarked on board them, amounting to upwards of ten thousand men. Doubt and surmise served but to increase apprehension, and in the beginning of the month of May, the latter was considerably heightened in England, on its being discovered that they had proceeded to the West Indies. His lordship, in the interim, was waiting with the utmost impatience for the arrival of the enemy in the Sicilian seas: his usual

* Sir John Orde, who was stationed off that port, with a squadron of five ships of the line, retiring on his approach, unmolested, and unpursued.

good fortune appeared at length to have forsaken him ; for though he had been a long time baffled in his former pursuit to the same shores, yet success had ultimately crowned his wishes ; but in the present instance, Providence appeared to have placed it beyond his reach. The middle of April arrived ere he received any information that he could depend on, either of the enemy's return into port, or of their subsequent movements ; not an instant was lost, in the endeavour to trace the track of their flight ; and having found they no longer existed in the Mediterranean sea, he pursued his course to the Straits of Gibraltar, and arrived at Tetuan early in the month of May. The additional intelligence he received at that place, and on his passage thither, confirmed his opinion, that the combined squadrons of the enemy were proceeding to the West Indies ; and notwithstanding the inferiority of his force, and various other plausible objections that might have been started by an Officer less warm in the cause of his country than himself, he hesitated not a moment in determining to pursue them, not only thither, but to any other, even the most distant quarter of the world, whither they might direct their flight, or where they might attempt to carry on their merciless depredations. The genius of the British colonies appears on this occasion to have been peculiarly active, in affording that limited pro-

tection which Providence permitted her to extend to the countries over which she watched. No other line of conduct could possibly have preserved them from ruin ; and the adoption of such a measure was such, that few, very few, even of the bravest men, would have considered it proper for them to pursue.

To attack, even at the most unequal odds, an enemy supposed to have a great and particular object in view, is an act of gallantry most highly praise-worthy ; and had his lordship, with his squadron of ten sail of the line only, fallen in with the combined force of France and Spain, amounting, as it did, to eighteen, either in the Mediterranean sea, the Straits of Gibraltar, or any where in the vicinity to the westward of them ; had he engaged them, and without capturing a single ship, crippled so great a part as to have arrested their further progress, the act might have vied with any that occurs in the naval history of Britain ; but on the present occasion, and on his present conduct, the mind feels itself compelled merely to contemplate the tribute of applause it wishes to pay, owing to the want of terms sufficiently expressive of its truly grateful feelings.

No man, perhaps, who ever bore the character of an officer, ever took on himself so heavy a responsibility ; had he been deceived in his information, had he been impeded in his voyage by

any of those accidents to which navigation is subject; had he experienced any of those disasters, which no prudence could foresee, nor any attention could prevent; what would have been the outcry, the clamour that would have been raised against him? He would have been stigmatized in the most opprobrious terms, for his folly, his frenzy, and his disobedience, in not continuing in a station where he was placed by the orders of those, whom it was his duty implicitly to obey; all his former laurels would have been blasted by the envenomed tongue of malice, and he himself would have passed through the shattered remains of a painful life, with a constitution worn out in the service of his country, neglected and forgotten, even by those, who owed him the highest tribute. This would have been the slightest punishment he would have felt. It is unnecessary to enlarge further on so hateful a subject.

Let us view, with this prospect before his eyes, what his conduct was: conscious of his own integrity, he despised to entertain apprehensions of incurring censure in the event of the most calamitous circumstance that could occur; and thus did he, with all the fervent zeal of pursuit, nobly trample on the cold system of prudential caution. Ingratitude, however, is a national crime too frequently committed; and the man

who is firm enough to despise it, displays a character endued with a peculiar and undescribable quality, superior to heroism itself.

His lordship having determined on the measure, lost no time in carrying it into execution; and his activity rendered it incalculably valuable. He remained in Tetuan Bay no longer than was merely sufficient to enable his ships to recruit their water, and take on board such articles as were of the first necessity, that they might be enabled to pursue their voyage without endangering the lives, or the healths of their crews. He proceeded immediately to Lagos Bay, where, as if fortune specially favoured him, he found several transports and store-ships, which had been in company with Sir John Orde, when that officer retired with his squadron from before Cadix, on the approach of Villeneuve and his fleet. Here the most pressing wants of the different ships in respect to stores and provisions were still further relieved, and his lordship having received additional confirmation of the reports already transmitted to him, in respect of the course steered by the combined squadrons, finally put to sea in pursuit of them on the 11th of May.

His passage was by no means unpropitious, and on the 4th of June he came to an anchor in Carlisle Bay, off Barbadoes, without having experienced any sinister accident during his voyage.

To a people dispirited and alarmed, as the inhabitants of that island were, on receiving information of the very formidable force belonging to the enemy which had arrived at Martinique on the 14th of the preceding month, the sight of the British squadron operated as a gift bestowed on them by Heaven, for their deliverance from certain ruin; for though the timid might express their fears, that an attack made by ten ships of the line on a squadron consisting of eighteen, recently equipped, and fresh out of port, would be an act exposing them, not only to imminent peril, but to absolute destruction; yet those who had weighed well the character of his lordship, together with that of the officers and men serving under his orders, and knew how to appreciate their value fairly, felt no such terrors. Although the fleet of France had reached Martinique nearly three weeks before the arrival of his lordship, it had never yet attempted any further act of hostility, than the attack of the Diamond Rock: it was known, however, that the Spanish division, under admiral Gravina, had separated from VILLENEUVE, and was supposed to have proceeded on a secret expedition; report had selected the island of Trinidad as the devoted place of attack. His lordship, whose fleet, after his arrival at Barbadoes, had been reinforced by a junction with Rear-admiral COCHRANE and two ships of the line,

lost not a moment in making the best arrangements in his power for dispossessing the invading enemy. Twenty-four hours only were consumed in watering the fleet, and in taking on board a body of land troops under the orders of Sir Wm. Myers, amounting to two thousand men. On the 5th of June his lordship quitted Barbadoes, and shaped his course to the southward; on the 7th he arrived off Trinidad, where he found a repetition of his former disappointments still pursuing him, and that the report of the attack was equally unfounded with those which had so perplexed, and harassed him previous to his quitting the Mediterranean.

The terror of the inhabitants was violent in the extreme; they considered their visitors as the enemies whom they so much dreaded; and so strong was the delusion in which they were held, that every exertion made by his lordship, to convince them, by signals, of his identity, was unable to effect that purpose, and prevent the troops, posted in an advanced fort, from blowing up the works, and retreating to the capital. As it was now evident that nothing had been attempted to the southward, his lordship quitted Trinidad on the 8th, and having arrived off Grenada on the following day, received information that the combined squadrons, consisting of seventeen sail of the line, had quitted Martinique

that very morning, and pursued a northerly course. It immediately occurred to his lordship, that the fury of this formidable fleet was destined to fall upon Antigua, for he was as yet unacquainted with the French admiral's being aware of his arrival; nor, had he been informed of that circumstance, would his modesty perhaps have allowed him to suppose, that the fleet of an enemy, purposely fitted out for a particular expedition, and nearly doubling his own force, could be induced from the knowledge of what his active mind had effected, and the apprehension of what it might in future contrive, to quit its object, and absolutely seek its safety by flight, and return to Europe.

On his reaching Antigua, he found his expectations of encountering the enemy there, still disappointed; but though his patience was tired, his hopes were not extinguished: it was now reduced to a certainty, that fearing to contest the dominion of those seas, they were absolutely on their return homeward: his lordship, with the utmost expedition, landed those troops he had taken on board for the purpose of supporting any islands which might have been attacked, and prepared, with all his accustomed alacrity, to pursue them, consoling himself with the pleasing idea of being even yet enabled to overtake them, when on their passage.

In the midst, however, of the hurry and confusion, which might have been, naturally expected, to prevail, while such rapid movements were adopting, the coolness and circumspection of his lordship never failed him for an instant. On the 13th of June he dispatched Captain Bettesworth, in the *Curieux* sloop of war, to England, with information of the movements made by the enemy, together with his own operations, and the measures adopted to overtake them. That no means whatever might be left untried to apprize the squadrons employed in watching the different ports of France and Spain, that the enemy approached, his lordship dispatched Captain Rutherford in the *Decade* frigate, on the 15th, to Lisbon, with instructions to order any light vessels he might find there, to sail immediately for the purpose of effectually spreading the alarm, and to proceed afterwards in the same line of service herself; the *Martin* sloop was almost on the same moment with the *Decade*, sent off, on a similar errand, to Gibraltar.

The expectation of Britain had, perhaps, never been raised to an higher pitch; but the genius of disappointment appeared to have not even yet sated her malice, in counteracting the operations of the pursuers. His lordship reached Gibraltar on the 19th of July, after having traversed the space of ocean stretched between Europe and America

within a period almost incredibly short; for it will be found, that from the day he quitted Tetuan Bay, to proceed through the Straits, to that of his return to Gibraltar, after having made a regular tour of the Leeward West Indian Islands, including all the time unavoidably consumed in taking on board stores and provisions, embarking and re-embarking troops, together with that necessarily wasted in the pursuit of false intelligence, or in waiting for such as might be deemed authentic, includes a period of seventy-eight days only. This display of activity was certainly unparalleled. The necessities of the fleet imperiously requiring a recruit both of water and provisions, his lordship once more repaired to his original place of departure, Tetuan Bay, where he anchored on the 22d. Having used every possible expedition to supply those wants which pressed on him most grievously; he again put to sea on the 26th, and repassed the Straits, in the hope of meeting the long expected fugitives off Cape St. Vincent; or, failing in that, by pursuing a northerly course, falling in with them in some higher latitude.* Here again were the expecta-

* The force under his lordship at this time amounted to eleven ships of the line, and two frigates; the Victory, of 100 guns; the Canopus, Donnegal, and Tigre, of 80; the Superbe, Spencer, Spartiate, Belléisle, Conqueror, Leviathan, and Swiftsure, of 74; Amazon and Amphion frigates: all

tions of this indefatigable man still frustrated; he approached the port of Cadiz on the 27th, near enough to ascertain they had not as yet sought refuge there. He immediately steered for Cape St. Vincent; he traversed the Bay of Biscay; but the enemy still remained invisible to him. As the last source of disappointed hope, he pursued his northerly course to the North-West of Ireland; still they appeared not; and his lordship considering it useless to attempt following them farther, while such an uncertainty prevailed as to the destination or present station of the enemy, adopted, to the last moment, every measure that prudence could suggest to him, as likely to become serviceable to his country. He detached nine ships of his squadron to reinforce Admiral Cornwallis, who commanded off Brest, under the idea of its being possible that the enemy, shaping their course to the northward, and keeping close along shore, might approach Brest, and, aided by a diversion made on the part of the French fleet, which had so long been blockaded in that port, attempt, by placing Admiral Cornwallis between two fires, to facilitate either the escape of the latter, or, at least, their own junction with it, as a reinforcement.

the ships of the line had been round with him to the West Indies, the Spartiate excepted, which latter he had brought from thence as a small reinforcement to his original strength,

His Lordship himself, in the *Victory*, accompanied by the *Superbe*, of 74 guns, came into Portsmouth, where he arrived on the 18th of August; and notwithstanding the great length of his voyage, the sudden change of climates, so destructive to the health of mankind, which his people had experienced, and the additional circumstance of his fleet having visited the identical spots in the universe from whence the importation of a malignant distemper was most to be expected; such was the healthy condition of the crews of both ships, that they were immediately released, without a demur, on the receipt of his lordship's report respecting the existence of this fact.

Among the various requisites necessary to form a perfect naval officer, particularly one invested with a chief command, no one perhaps can be found more valuable than that which has been just mentioned. History furnishes a variety of instances, in which the most formidable enterprizes have been overthrown, merely by a neglect of this so necessary duty; but it was not in the day of battle only, that the talents and abilities of his lordship were particularly distinguishable; they shone forth unclouded and undiminished in every action of his life; but the world was acquainted only with the more splendid class of his deeds, and the generality of mankind knew

not half his worth, or half his value. Nothing in short escaped him; even those minutæ of the service, which some persons, who have lived to acquire elevated characters, have affected, very strangely, to treat below their attention, were regarded by him with as active as penetrating a mind and eye, as those which are considered among the most serious, and important duties.

An anecdote is related of him, which places his character, in this respect, in so strong a point of view, as to render it unnecessary to apologize for the digression. When a private captain, his ship, which had been detached from the fleet on some particular service, rejoined the fleet, needing no inconsiderable refitment and recruit of stores, as well as provisions, ere it could be again pronounced in a fit condition to put to sea. The commander in chief, after having received the report, is said to have taken his barge, and proceeding to the ship in question, hailed her, and inquiring for Captain Nelson, told him he should expect his ship to be ready by day-light the ensuing morning. In the ordinary routine of service, many days, at least, would have been necessary for the purpose of re-equipment. Captain Nelson was struck with the magnitude of the task imposed on him, and answered, without giving himself time to recollect, "that it was impossible." His superior officer, with rather unwar-

ranted peevishness, replied, "I don't care for that, I'll have it done." Captain Nelson put an end to the conversation, by answering with the greatest spirit, and still more laconically, "then it shall be done," and quitted the stern gallery without adding another word.

To return, however, to the transactions of his lordship's life. On the 20th of August he reached London, and had the satisfaction of experiencing that kind of reception from all ranks of people, which very rarely attends the want of success. Such is the frailty, the intemperance, or perhaps the natural depravity of human nature, that the disappointed man, instead of meeting with that consolation and comfort which would tend to alleviate his misfortune, seldom fails to be treated at least with neglect, if not with insult. His lordship, however, stood as a singular exception to this general rule; his recent exertions appeared to raise him in the minds even of those who were not benefitted by them, to an higher pinnacle of fame and renown than he had before reached; and the general congratulation shewed that the public mind not only sympathized with him in his disappointment, but that the energies which he had displayed in the hope of acquiring victory, entitled him to an equal share of fame with any he could have derived from the most perfect and unalloyed success.

Almost instantaneously on his arrival, and while

the situation, as well as the intention of the enemy, appeared uncertain, the command of an armament, intended to oppose them, in whatever quarter of the world they should appear, was offered to his lordship: a few days dispelled the mist which enveloped the conduct of the enemy, and decided the point of his future destination. After the encounter off Cape Finisterre, the worsted squadrons of the enemy took shelter in Ferrol, not only for the purpose of procuring the refitment they wanted, but also of forming a junction with a considerable reinforcement of ships which lay ready for sea in that port. On the 13th of August, the enemy having accomplished their necessary objects, were discovered by a British frigate stationed to watch that port, in the act of putting to sea, and amounting, notwithstanding their discomfiture, and the number of their ships disabled in the late encounter, to at least twenty-seven ships of the line, with eight attendant frigates, or smaller vessels. No doubt was now entertained as to the future scene of probable contest. The squadron already employed on the station was commanded by Vice-Admiral Collingwood; but its force was, comparatively speaking, so extremely trivial, that the utmost fears would most probably have been entertained for its safety, had not Britain rested satisfied that the diligence and general abilities of the commander were fully adequate to supply the place of numbers. Not only the

government itself, but the people, as if with one accord, turned their eyes on Lord Nelson, as the person selected, as if by Providence herself, to annihilate, for the fourth time, the gigantic efforts of a desperate and enraged foe. The public suffrage elected him to the fatal honour, and his lordship, enfeebled as he was by fatigue, had too much patriotism to decline complying with its wishes.*

Reinforcements from various quarters were rapidly dispatched to join Admiral Collingwood, and prevent, if possible, the entrance of the enemy into their much desired port; they reached him not, however, in sufficient time to effect that purpose, and the strongest exertions were unremittingly made in the ports of Britain to fit out different ships, in particular, to refit the *Victory*, which was again destined to bear, unhappily for the last time, the victorious flag of Lord Nelson. Pending this preparation every tribute

* It is reported of him, we know not with what truth, but it is extremely probable that it is a fact, that he said to his friend, Admiral Stirling, just before he went upon the service which has terminated so honorably for himself, but so lamentably for his country, "My health is so bad, that I ought to retire, but as my generous countrymen seem to think I could do something if I were to meet the enemy, I feel it to be a duty to do what I can: I shall therefore go, and hope I shall be able to meet and conquer them, and I shall think my life gloriously sacrificed in such a cause."

of applause his grateful countrymen could render to his conduct, was liberally offered; nor was that tribute confined to the wild effusions of the populace, but persons of the highest rank bore their part, also, in augmenting, if possible, the value, as they certainly did the extent, of the honour.

On the 28th of August, a deputation from the West-India merchants, planters, and other persons connected with those islands, which his lordship had so lately preserved from the fangs of a rapacious enemy, waited on him with an address of thanks, for the perseverance and vigour which he had displayed in the protection of those valuable possessions. The answer returned by his lordship was dignified and appropriate; perfectly consonant to the greatness of his character, and the patriotism of his mind. After thanking them, in the most polite and modest terms, for the honour they had done him; he added, "that disappointed as he was, by the late escape which the enemy had effected from him, he was perfectly ready to take upon him any duty his sovereign might think proper to command, or the interests of his country appear to require." He concluded by saying, "I beg leave to express to you, and the committee of West-India merchants, the great satisfaction I feel in their approbation of my conduct. It was, I conceived, perfectly clear, that the combined squadrons were gone to the West Indies,

and therefore it became my duty to follow them. But I assure you, from the state of defence in which our large Islands are placed, with the number of regular troops, a numerous, well-disciplined, and zealous militia, I was confident not any troops which their combined squadrons could carry, would make an impression upon any of our large islands before a very superior force would arrive for their relief."

Early in the month of September, positive information having been received in England, that the combined fleet, with the reinforcement it had experienced, had effected their entrance into Cadiz on the 21st of August; the exertions of Britain were, if possible, redoubled, to augment the force already stationed off that port; the inferiority of which was such, that it might be said to have been employed rather in watching the motions of the enemy, than in preventing their putting to sea. Early in the month of September the Victory was completely refitted, and on the 13th dropped down to St. Helens, that she might be ready to sail the instant his lordship might arrive. The conferences with the admiralty board, as to the future plan of operations, and other necessary arrangements, occupied the whole of his lordship's time previous to his quitting London: on the 14th he reached Portsmouth; and although five ships of the line and a frigate, then in that port, were under orders to join him, yet as they were not com-

pletely ready, he resolved not to lose a moment's time in waiting for them, but put to sea on the following day, accompanied by the *Euryalus* frigate only. When off Plymouth, on the 17th, he was joined by the *Ajax* and the *Thunderer* of 74 guns each, and from thence finally proceeded with all expedition towards the dreadful scene of his future glory.

As the nature of the service, on which his lordship was employed, was, perhaps, more important, considering all its circumstances, than any that had ever before occurred in the naval history of Britain; so were the powers, and the extent of command entrusted to him, greater, perhaps, than had ever before been confided to any naval commander whatever. Of the prudence and the activity which pervaded his lordship's conduct, the proofs had been innumerable; and the knowledge of his possessing those valuable qualifications, procured the most unlimited confidence to be reposed in him. He was fully empowered to use his own discretion on all occasions, and follow the enemy even to the most distant quarter of the world, without being, on that account, subject to the slightest blame, or reprehension.

On his arrival off Cadiz, he found his antagonists, though still in port, most actively employed in the refitment of their ships; which bore every appearance, as far as could be collected from obser-

vation, or intelligence, of being very nearly ready for sea; the idea of a blockade he totally disapproved of; he was confident, that it was the intention of the enemy to push for the Mediterranean, for the purpose of collecting together in one body all the naval force possessed by France and Spain in that quarter, and forming an immense armament, in the hope of overpowering any opposition that could be made to it by Britain. This project, however it might ultimately fail, would, if carried into effect, have proved extremely injurious to the interests of Britain; and the system of blockade would, on account of the extensive force necessary to be employed, have proved little less ruinous, if required to be extended to any great length of time. His lordship, therefore, again had recourse to stratagem, in the hope of drawing the enemy once more from their lurking place of security. A frigate was constantly stationed off the harbour of Cadiz, for the purpose of communicating, at a moment's warning, any motion she might perceive among the ships of the enemy: at a more remote distance, but still within sight of the port, a detachment of several ships of the line was placed in constant readiness to act, against any single ships, or small squadrons, that might attempt to push to sea, in the hope of eluding the vigilance and observation, of their naval besiegers. Between the detachment just mentioned, and the main

body of the fleet, with which his lordship remained off Cape St. Mary's, a line of frigates was posted, sufficiently close to each other, so that they could communicate by signal; and by these means, his lordship became acquainted with any movement, or change of position made by the enemy, in a few minutes after it had taken place.

On the other hand, the British fleet, as well in regard to its numbers, as its movements, was completely concealed from the view of their antagonists. Lord Nelson, about the middle of October, received advice, that by the unremitting assiduity of the admiralty board, a squadron, consisting of seven ships of the line, was on its way from England, as an additional reinforcement; and would, to a certainty, join him in one, or two days. Under these circumstances, he hesitated not to detach Rear-admiral Louis with a fourth part of the force then actually under his command, and executed the measure so publicly and openly, that his allied foes became perfectly well acquainted with it; hoping, that the defalcation of his strength might inspire the enemy with confidence in their own superiority. The event completely answered his expectation: Villeneuve put to sea from Cadiz on the 19th; a circumstance that gave birth to the greatest event, that ever yet graced the annals of Britain.

The most laboured narrative would but degrade its importance; it rests, like the diamond,

solely on its native brilliancy, and needs not the mechanical aid of literary labour to enhance, or embellish it. Let then that narrative speak for itself.

“ Euryalus, off Cape Trafalgar,

“ SIR,

October, 22, 1805.

“ The ever to be lamented death of Vice-Admiral Lord Viscount Nelson, who, in the late conflict with the enemy, fell in the hour of victory, leaves to me the duty of informing my Lords Commissioners of the Admiralty, that on the 19th instant it was communicated to the Commander in Chief from the ships watching the motions of the enemy in Cadiz, that the combined fleets had put to sea; as they sailed with light winds westerly, his Lordship concluded their destination was the Mediterranean, and immediately made all sail for the Straits’ entrance, with the British squadron, consisting of twenty-seven ships, three of them sixty-fours; where his Lordship was informed by Captain Blackwood, (whose vigilance in watching and giving notice of the enemy’s movements, has been highly meritorious,) that they had not yet passed the Straits.

On Monday the 21st instant, at day-light, when Cape Trafalgar bore E. by S. about seven leagues, the enemy was discovered six or seven miles to the eastward, the wind about west, and very light. The Commander in Chief immediately made the signal for the fleet to bear up in two

columns, as they formed in the order of sailing; a mode of attack his lordship had previously directed*, to avoid the inconvenience and delay

* The same grand energy of mind, so strongly discernible in every act of his lordship's life, never shone forth with greater brilliancy than in the arrangements he made, and the orders he issued, preparatory to the great impending contest. The tenor of those orders, incontrovertibly strengthens the opinion we have already promulged, that his lordship was the first man, whose abilities soaring far above the common trammels of prejudice, rendered the system of naval encounter an absolute science. This, we believe, was never before attempted by any of the greatest naval characters, that have preceded him. It remained for Lord Nelson to form an indissoluble union between gallantry and ability; an union, which Britain may hail as the source of future victories; and to which she may resort, on all subsequent occasions, to preserve her from the assaults of any congregated foe that may attempt to oppress her.

MEMORANDUM.

" Victory, off Cadiz, Oct. 10, 1805.

" Thinking it almost impossible to bring a fleet of forty sail of the line into battle, in variable winds, thick weather, and other circumstances which must occur, without such a loss of time, that the opportunity would probably be lost, of bringing the enemy to battle, in such a manner as to make the business decisive, I have therefore made up my mind, to keep the fleet in that position of sailing, with the exception of the first and second in command, that the order of sailing is to be the order of the battle; placing the fleet in two lines, of sixteen ships each, with an advanced squadron of eight of the fastest sailing two decked ships, which will always make, if wanted, a line of twenty-four sail, on which ever line the commander in chief may direct. The second in command will, after my

in forming a line of battle in the usual manner. The enemy's line consisted of thirty-three ships,

intentions are made known to him, have the entire direction of his line, to make the attack upon the enemy, and to follow up the blow, until they are captured or destroyed. If the enemy's fleet are seen to windward in line of battle, and that the two lines and advanced squadron could fetch them, they will probably be so extended, that their van could not succour their rear. I should therefore, probably, make the second in command's signal to lead through about the twelfth ship from their rear, or wherever he could fetch, if not able to get so far advanced; my line would lead through about their centre, and the advanced squadron two, three, or four ships a-head of their centre, so as to ensure getting at their commander in chief, whom every effort must be made to capture. The whole impression of the British fleet must be to overpower from two or three ships a-head of their commander in chief, supposed to be their centre, to the rear of their fleet. I will suppose twenty sail of the line to be untouched, it must be some time before they could perform a manœuvre to bring their force compact to attack any part of the British fleet, or succour their own ships, which indeed would be impossible, without mixing with the ships engaged. The enemy's fleet is supposed to consist of forty-six sail of the line, British forty; if either is less, only a proportion of the enemy to be cut off; British to be one fourth superior to the enemy cut off; something must be left to chance. Nothing is sure in a sea-fight beyond all others; shots will carry away masts and yards of friends as well as foes; but I look with confidence to a victory before the van of the enemy could succour their rear; and then, that the British fleet would be ready to receive the twenty sail of the line, or to pursue them, should they endeavour to make off. If the van of the enemy tacks, the captured ships must run to leeward of the British fleet. If the enemy wear, the British fleet must place themselves between the enemy and the captured; and disabled British

(of which eighteen were French and fifteen Spanish), commanded in chief by Admiral Ville-

ships; and should the enemy close, I have no fear as to the result. The second in command will, in all possible things, direct the movements of his line, by keeping them as compact as the nature of the circumstances will admit. Captains are to look to their particular line as their rallying point; but in case signals cannot be seen, or clearly understood, NO CAPTAIN CAN DO WRONG IF HE PLACES HIS SHIP ALONGSIDE THAT OF AN ENEMY

British Divisions	Advanced squadron	28
	Weather line	16
	Lee line	16
Enemy		46

"The Divisions of the British fleet will be brought nearly within gun-shot of the enemy's centre, the signal will most probably then be made for the lee line to bear up together, to set all their sails, even their steering sails, in order to get as quickly as possible to the enemy's line, and to cut through, beginning at the twelfth ship from the enemy's rear. Some ships may not get through their expected place, but they will always be at hand to assist their friends. If any are thrown in the rear of the enemy, they will complete the business of twelve sail of the enemy. Should the enemy wear together, or bear up and sail large, still the twelve ships, composing in the first position the enemy's rear, are to be the object of attack of the lee line, unless otherwise directed by the commander in chief which is scarcely to be expected, as the entire management of the lee line, after the intentions of the commander in chief are signified, is intended to be left to the admiral commanding that line. The remainder of the enemy's fleet, thirty-five sail of the line, are to be left to the management of the commander in chief, who will endeavour to take care, that the movements of the second in command are as little interrupted as possible.

"NELSON AND BRONTE."

(of which eighteen were French and fifteen Spanish), commanded in chief by Admiral Villeneuve.

ships; and should the enemy close, I have no fear as to the result. The second in command will, in all possible things, direct the movements of his line, by keeping them as compact as the nature of the circumstances will admit. Captains are to look to their particular line as their rallying point; but in case signals cannot be seen, or clearly understood, NO CAPTAIN CAN DO WRONG IF HE PLACES HIS SHIP ALONGSIDE THAT OF AN ENEMY.

British Divisions	{ Advanced squadron	8
	{ Weather line	16
	{ Lee line	16
Enemy		46

"The Divisions of the British fleet will be brought nearly within gun-shot of the enemy's centre; the signal will most probably then be made for the lee line to bear up together, to set all their sails, even their steering sails, in order to get as quickly as possible to the enemy's line, and to cut through, beginning at the twelfth ship from the enemy's rear. Some ships may not get through their expected place, but they will always be at hand to assist their friends. If any are thrown in the rear of the enemy, they will complete the business of twelve sail of the enemy. Should the enemy wear together, or bear up and sail large, still the twelve ships, composing in the first position the enemy's rear, are to be the object of attack of the lee line, unless otherwise directed by the commander in chief, which is scarcely to be expected, as the entire management of the lee line, after the intentions of the commander in chief are signified, is intended to be left to the admiral commanding that line. The remainder of the enemy's fleet, thirty-five sail of the line, are to be left to the management of the commander in chief, who will endeavour to take care, that the movements of the second in command are as little interrupted as possible.

"NELSON and BRONTE."

(of which eighteen were French and fifteen Spanish), commanded in chief by Admiral Ville-

ships; and should the enemy close, I have no fear as to the result. The second in command will, in all possible things, direct the movements of his line, by keeping them as compact as the nature of the circumstances will admit. Captains are to look to their particular line as their rallying point; but in case signals cannot be seen, or clearly understood, NO CAPTAIN CAN DO WRONG IF HE PLACES HIS SHIP ALONGSIDE THAT OF AN ENEMY.

British Divisions	{ Advanced squadron	2
	{ Weather line	16
	{ Lee line	16
Enemy		46

"The Divisions of the British fleet will be brought nearly within gun-shot of the enemy's centre; the signal will most probably then be made for the lee line to bear up together, to set all their sails, even their steering sails, in order to get as quickly as possible to the enemy's line, and to cut through, beginning at the twelfth ship from the enemy's rear. Some ships may not get through their expected place, but they will always be at hand to assist their friends. If any are thrown in the rear of the enemy, they will complete the business of twelve sail of the enemy. Should the enemy wear together, or bear up and sail large, still the twelve ships, composing in the first position the enemy's rear, are to be the object of attack of the lee line, unless otherwise directed by the commander in chief, which is scarcely to be expected, as the entire management of the lee line, after the intentions of the commander in chief are signified, is intended to be left to the admiral commanding that line. The remainder of the enemy's fleet, thirty-five sail of the line, are to be left to the management of the commander in chief, who will endeavour to take care, that the movements of the second in command are as little interrupted as possible.



*Plan of the
BATTLE OF TIRAFALGAIR
seen after the
ATTACK COMMENCED*

neuve. The Spaniards, under the direction of Gravina, wore, with their heads to the northward, and formed their line of battle with great closeness and correctness; but as the mode of attack was unusual, so the structure of their line was new; it formed a crescent, convexing to leeward; so that, in leading down to their centre, I had both the van and rear abaft the beam. Before the fire opened, every alternate ship was about a cable's length to windward of her second ahead and a-stern, forming a kind of double line, and appeared, when on their beam, to leave a very little interval between them; and this without crowding their ships. Admiral Villeneuve was in the *Bucénaire*, in the centre, and the *Prince of Asturias*, bore Gravina's flag in the rear; but the French and Spanish ships were mixed, without any apparent regard to order of national squadron. As the mode of our attack had been previously determined on, and communicated to the flag-officers and captains; few signals were necessary, and none were made except to direct close order as the lines bore down. The Commander in Chief in the *Victory* led the weather column, and the *Royal Sovereign*, which bore my flag, the lee.

The action began at twelve o'clock, by the leading ships of the columns breaking through the enemy's line, the Commander in Chief about the tenth ship from the van, the second in com-

mand, about the twelfth from the rear, leaving the van of the enemy unoccupied; the succeeding ships breaking through in all parts a-stern of their leaders, and engaging the enemy at the muzzles of their guns. The conflict was severe; the enemy's ships were fought with a gallantry highly honourable to their officers: but the attack on them was irresistible; and it pleased the Almighty Disposer of all events to grant his Majesty's arms a complete and glorious victory. About three P. M., many of the enemy's ships having struck their colours, their line gave way. Admiral Gravina, with ten ships, joining, their frigates to leeward, stood towards Cadiz. The five headmost ships in their van tacked, and standing to the southward, to windward of the British line, were engaged, and the sternmost of them taken; the others went off, leaving to his Majesty's squadron nineteen ships of the line, (of which two are first rates, the *Santissima Trinidad*, and the *Santa Anna*), with three flag officers; viz. Admiral Villeneuve, the commander in chief; Don Ignatio Maria d'Aliva, Vice-Admiral; and the Spanish Rear-Admiral, Don Baltazar Hidalgo Cisneros.

After such a victory, it may appear unnecessary to enter into encomiums on the particular parts taken by the several commanders; the conclusion says more on the subject than I have language to express; the spirit which animated all

was the same ; when all exert themselves zealously in their country's service, all deserve that their high merits should stand recorded ; and never was high merit more conspicuous than in the battle I have described.

The *Achille*, a French 74, by some mismanagement of the Frenchmen, after her surrender, took fire, and blew up : two hundred of her men were saved by the tenders.

A circumstance occurred during the action, which so strongly marks the invincible spirit of British seamen, when engaging the enemies of their country, that I cannot resist the pleasure I have in making it known to their Lordships. The *Temeraire* was boarded by accident, or design, by a French ship on one side, and a Spaniard on the other ; the contest was vigorous ; but in the end, the combined ensigns were torn from the poop, and the British hoisted in their places.

Such a battle could not be fought without sustaining a great loss of men. I have not only to lament, in common with the British Navy and the British Nation, in the fall of the Commander in Chief, the loss of a hero, whose name will be immortal, and his memory ever dear to his country ; but my heart is rent with the most poignant grief for the death of a friend, to whom, by many years' intimacy, and a perfect knowledge of the virtues of his mind, which inspired ideas superior to the common race of men, I was bound by the

strongest ties of affection; a grief to which even the glorious occasion in which he fell, does not bring the consolation which perhaps it ought: his Lordship received a musket ball in his left breast, about the middle of the action, and sent an officer to me immediately with his last farewell; and soon afterwards expired*."

* Extract from the Log Book of his Majesty's Ship, *Victory*.

" Tuesday, October 22. 1805.

" Light airs and cloudy, standing towards the enemy's van with all sail set. At four minutes past twelve opened our fire on the enemy's van, in passing down their line. At twenty minutes past twelve, in attempting to pass through the enemy's line, fell on board the tenth and eleventh ships, when the action became general. About fifteen minutes after one, the Right Hon. Lord Viscount Nelson, and commander in chief, was wounded in the shoulder. At 1h. 30m. the *Redoubtable* having struck her colours, we ceased firing our starboard guns, but continued engaging the *Santissima Trinidad*, and some of the enemy's ships on the larboard side. Observed the *Temeraire* between the *Redoubtable* and another French ship of the line, both of which had struck. Observed the *Royal Sovereign*, with the loss of her main and mizen masts, and several of the enemy's ships round her dismasted. At 3h. 10m. observed four sail of the enemy's van tack, and stand along our line to windward; fired our larboard guns at those within reach. At 3h. 40m. made the signal for our ships to keep their wind, and engage the enemy's van coming along our weather line. At 4h. 15m. the Spanish Rear-Admiral to windward struck to some of our ships which had tacked after them. Observed one of the enemy's ships blow up, and fourteen sail of the enemy's ships standing towards Cadix; three sail of the enemy's ships

I have also to lament the loss of those excellent officers, Captains Duff of the Mars, and Cooke of the Bellerophon; I have yet heard of none others.

I fear the numbers that have fallen will be found very great when the returns come to me; but it having blown a gale of wind ever since the action, I have not yet had it in my power to collect any reports from the ships.

The Royal Sovereign having lost her masts, except the tottering foremast, I called the Euryalus to me, while the action continued, which

standing to the southward; partial firing continued till 4h. 40m. when a victory having been reported to the Right Hon. Lord Nelson, K.B. commander in chief, he then died of his wounds. At five the mizen-mast fell about ten feet above the poop; the lower mast yards, and bowsprit all crippled; rigging and sails very much cut. The ships around us very much crippled. Several of our ships pursuing the enemy to leeward, and our Vice-Admiral Collingwood's flag flying on board his Majesty's ship Euryalus, and some of our ships taking possession of the prizes. Struck top-gallant-masts, got up runners and tackles to secure the lower masts; employed clearing the wreck of the yards and rigging; wore ship, and sounded in thirty-two fathom, sandy bottom. Stood to the southward under the remnant of the fore-sail and main-top-sail; sounded from nineteen to thirteen fathom; at midnight moderate breezes, and cloudy. At 2h. 30m. wore ship, at daylight saw our fleet and prizes, forty sail, in sight; still closing with our fleet; at six Cape Trafalgar bore S.E. by E., distant four or five leagues; at 6h. 30m. saw three of the enemy's ships standing towards Cadiz.

ship lying within hail, made my signals, a service Captain Blackwood* performed with great atten-

* This gallant officer is the descendant of an Irish family, being a younger son of the late Sir John Blackwood, Bart. whose widow was, on the 30th of July, 1800, created a peeress of that Kingdom, by the title of Baroness Dufferin and Claneboy, of Ballyleidy and Killileah, in the county of Down, with remainder of the barony to her heirs male. On his first entrance into the naval service, he had the happiness of profiting by the professional knowledge of Admiral Macbride, and, during the war with America, experienced frequent opportunities of reducing to practice what he had before studied theoretically, having been engaged in several brilliant actions. After having served under various commanders, he was appointed signal midshipman on board the Royal Charlotte, the flagship of Lord Howe, at the time of the Spanish armament, and was by him promoted to the rank of lieutenant. In the action of the 2d of June, 1794, he was first lieutenant of the *Invincible* of 74 guns, and on the return of the fleet to Portsmouth was made master and commander, and appointed to the *Margerita* fire-ship, from which he was afterwards advanced to be acting captain of the *Brilliant*, of 28 guns. In this ship he distinguished himself by his gallant conduct in an encounter with two French frigates of superior force, each of them mounting 44 guns, which he engaged with so much success as to compel his enemies to desist from their attack. As a reward for his conduct on the preceding occasion, he was raised to the rank of post captain in the year 1795, and commissioned to the *Penelope*, a frigate on service in the Mediterranean, in which he continued for some time. Being stationed by Lord Nelson off Malta, his zeal and assiduity were displayed in the highest degree. By his exertion and gallant perseverance, le *Guillaume Tell*, which had escaped from the battle of Aboakir, and taken shelter in Malta, from which port she attempted to elude the watchful vigilance of

tion. After the action I shifted my flag to her, that I might more easily communicate my orders to, and collect the ships, and towed the Royal

the British commanders, was arrested in her course, and notwithstanding her manifest superiority, was attacked by the *Penelope* so advantageously, that it may not be too much to say, he was at least the primary instrument of her capture. He afterwards served with equal credit to himself and benefit to his country under Lord Keith, on the coast of Egypt. In the year 1799, he sailed with a convoy to the West Indies, and in February 1800, took a Spanish zebec, mounting 18 guns, off Malaga. In the year 1803 he was appointed to the command of the *Euryalus*, in which frigate he accompanied Lord Nelson from Portsmouth to the late scene of glory off Cape Trafalgar. In this action he had his full share of duty, so far as his station in a frigate permitted, and he acquitted himself with a gallantry that called forth the highest approbation of his deceased commander in chief, Lord Nelson, and his successor, Lord Collingwood. On the *Royal Sovereign* being dismasted, the latter hoisted his flag on board the *Euryalus*, which took her in tow, and assisted her to heave her head round, by which means she gave the *Santa Anna*, her opponent, a broadside, that drove her side almost in. During the heat of the action Captain Blackwood rowed down in his own boat between the two contending fleets in order to learn the situation of Lord Nelson; and is said to have got on board the *Victory* through one of the ports, at the time she was engaged with the *Santissima Trinidad*: nor were his services discontinued with the engagement, he being appointed to carry on the communication which took place between the British Admiral, and the Governor of Cadiz, relative to the distribution of the prisoners and wounded men. In that employment he fully justified the trust confided to him, and gained not only the approbation of his country, but the esteem of the enemy.

Sovereign out to seaward. The whole fleet were now in a very perilous situation; many dismasted; all shattered; in thirteen fathom water, off the shoals of Trafalgar; and when I made the signal to prepare to anchor, few of the ships had an anchor to let go, their cables being shot; but the same good Providence which aided us through such a day, preserved us in the night, by the wind shifting a few points, and drifting the ships off the land, except four of the captured dismasted ships, which are now at anchor off Trafalgar, and I hope will ride safe until those gales are over.

Having thus detailed the proceedings of the fleet on this occasion, I beg to congratulate their Lordships on a victory which, I hope, will add a ray to the glory of his Majesty's crown, and be attended with public benefit to our country.

I am, &c.

(Signed,) "C. COLLINGWOOD."

William Marsden, Esq."

The order in which the British Squadron attacked the Combined Fleets on the 21st of October, 1805.

YAN.

Victory

Temeraire

Neptune

Conqueror

Leviathan

REAR.

Royal Sovereign

Mars

Belleisle

Tonnant

Bellerophon

his Majesty's squadron now under my command, for their conduct on that day; but where can I find language to express my sentiments of the valour and skill which were displayed by the officers, the seamen, and marines, in the battle with the enemy, where every individual appeared an Hero, on whom the glory of his country depended! the attack was irresistible, and the issue of it adds to the page of naval annals a brilliant instance of what Britons can do, when their king and country need their assistance.

"To the Right Honourable Rear-Admiral the Earl of Northesk, to the Captains, Officers, and Seamen, and to the Officers, Non-commissioned Officers, and Privates of the Royal Marines, I beg to give my sincere and hearty thanks for their highly meritorious conduct, both in the action, and in their zeal and activity in bringing the captured ships out from the perilous situation in which they were, after their surrender, among the shoals of Trafalgar, in boisterous weather.

"And I desire that the respective Captains will be pleased to communicate to the Officers, Seamen, and Royal Marines, this public testimony of my high approbation of their conduct, and my thanks for it.

(Signed) "C. COLLINWOOD."

"To the Rt. Hon. Rear-Admiral the Earl of Northesk, and the respective Captains and Commanders."

"GENERAL ORDER.

"The Almighty God, whose arm is strength, having of his great mercy been pleased to crown the exertions of his Majesty's fleet with success, in giving them a complete victory over their enemies on the 21st of this month; and that all praise and thanksgiving may be offered up to the Throne of Grace for the great benefits to our country and to mankind,

"I have thought proper that a day should be appointed of general humiliation before God, and thanksgiving for this his merciful goodness, imploring forgiveness of sins, a continuation of his divine mercy, and his constant aid to us, in the defence of our country's liberties and laws, without which the utmost efforts of man are nought; and direct therefore that be appointed for this holy purpose.

"Given on board the Euryalus, off Cape Trafalgar, 22d October, 1805.

(Signed) "C. COLLINGWOOD."

"To the respective Captains and Commanders."

"N. B. The fleet having been dispersed in a gale of wind, no day has yet been able to be appointed for the above purpose."

"Euryalus, off Cadiz,

"SIR,

October 24, 1805.

"In my letter of the 22d, I detailed to you, for the information of the Lords Commissioners of the

Admiralty, the proceedings of his Majesty's Squadron on the day of the action, and that preceding it, since which I have had a continued series of misfortunes, but they are of a kind that human prudence could not possibly provide against, or my skill prevent.

On the 22d, in the morning, a strong southerly wind blew, with squally weather, which however did not prevent the activity of the officers and station of such ships as were manageable from getting hold of many of the prizes (thirteen or fourteen), and towing them off to the westward, where I ordered them to rendezvous round the Royal Sovereign in tow by the Neptune: but on the 23d the gale increased, and the sea ran so high, that many of them broke the tow rope, and drifted far to leeward before they were got hold of again; and some of them taking advantage of the dark and boisterous night, got before the wind, and have perhaps drifted upon the shore and sunk. On the afternoon of that day the remnant of the combined fleet, ten sail of ships, who had not been much engaged, stood up to leeward of my shattered and straggled charge, as if meaning to attack them, which obliged me to collect a force out of the least injured ships, and form to leeward for their defence; all this retarded the progress of the hulk, and the bad weather continuing, determined me to destroy all the leewardmost that could be cleared of the men, considering

that keeping possession of the ships was a matter of little consequence compared with the chance of their falling again into the hands of the enemy: but even this was an arduous task in the high sea which was running. I hope, however, it has been accomplished to a considerable extent; I entrusted it to skilful officers, who would spare no pains to execute what was possible. The Captains of the Prince and Neptune cleared the Trinidad, and sunk her. Captains Hope, Baynton, and Malcolm, who joined the fleet this moment from Gibraltar, had the charge of destroying four others. The Redoubtable sunk a-stern of the Swiftsure, while in tow. The Santa Anna I have no doubt is sunk, as her side was almost entirely beat in; and such is the shattered condition of the whole of them, that unless the weather moderates, I doubt whether I shall be able to carry a ship of them into port.* I hope their

* Notwithstanding the modesty and apprehensions of his lordship, the activity and perseverance of the British officers and seamen enabled them to preserve one French, and three Spanish ships, of seventy-four guns each; the Rayo, a Spanish first-rate, one of the squadron, which came a second time out of Cadiz under Admiral Gravina, in the hopes of rescuing some of the prizes from the possession of their captors, was on that occasion distressed, and fell into the hands of the British, but was afterwards unhappily lost; so that although the Santa Anna, and some other ships, contrived to effect their retreat into Cadiz, notwithstanding their actual surrender, yet the loss of the enemy in the battle itself, and on the two following days, amounted to nineteen ships, none of

lordships will approve of what I (having only in consideration the destruction of the enemy's fleet) have thought a measure of absolute necessity.

"I have taken Admiral Villeneuve into this ship; Vice-Admiral Don Aliva is dead. Whenever the temper of the weather will permit, and I can spare a frigate, (for there were only four in the action with the fleet, Euryalus, Sirius, Phœbe, and Naiad; the Melpomene joined the 22d, and the Eurydice and Scout the 23d), I shall collect the other flag officers, and send them to England with their flags, (if they do not all go to the bottom), to be laid at his Majesty's feet.

"There were four thousand troops embarked, under the command of General Contamin, who was taken with Admiral Villeneuve in the Bucentaure.

"I am, Sir, &c.

(Signed) "C. COLLINGWOOD."

ing less than 74 guns. To these may be added, as a consequence resulting from the same brilliant source, the squadron consisting of one of 80, and three of 74 guns each, taken with Rear-Admiral Dumanoir, by the squadron under Sir R. Strachan.

* VICE-ADMIRAL LORD COLLINGWOOD

Was the relative of Commodore Thomas Collingwood, who, after having served with the most distinguished reputation on the West India station, under the late Vice-Admiral Byron, and Sir George Brydges Rodney, afterwards Lord Rodney, was compelled to return to England for the recovery of his health, but unhappily died at sea.

Of an event so recent, so great, so unparalleled, a myriad of anecdotes and circumstances

when on his passage home, on the 2d of June 1780. The noble Lord, of whom we are speaking, appears to have been, from his earliest years, connected not only in service, but in the closest ties of intimacy, and affection, with the late Lord Viscount Nelson. Numerous, and indeed innumerable are the testimonies rendered by the deceased hero to the abilities, the goodness, the intrinsic worth of the survivor; he constantly named him with the affection, not merely of a friend, but of a brother. The intimacy commenced in their earliest youth; and continued unabated, unalloyed, till the death of one friend left nothing to the survivor, but to mourn unceasingly the loss he had sustained; aggravated, if possible, by his private feelings, beyond that which the rest of his country were compelled to feel in sorrow, and in silence. After the requisite probation and service in the subordinate capacity of lieutenant, he was appointed to be commander of the *Badger* sloop of war; and singular as it may be thought, when compared to the subsequent events of his life, was the successor of the late Lord Viscount Nelson in the command of that vessel. In the following year, 1780, he was advanced to the rank of post captain, but met with no opportunity of displaying that gallantry, good conduct, and zeal for the service of his country, which has ever been conspicuous, in every action of his life, where the smallest opportunity appeared to present itself, of his displaying either, or all of them. In the encounter of the first of June, 1794, between the British fleet commanded by the late Earl Howe, and that of France, he served as Captain on board the *Barfleur*, which ship had the honour of bearing the flag of Rear-Admiral Bowyer. Though no ship in the fleet was more ably, or more bravely conducted, yet the noble commander in chief, either through inattention, or for some reason which has never yet been publicly explained, omitted to include Captain

are related, in which truth and fiction, simple fact, and exaggeration, are so intimately inter-

Collingwood in the number of those officers to, whom he returned his thanks, for their conduct on that occasion. Although it may be considered by some persons, a nautical treason, to utter a breath of censure on the conduct of Earl Howe, we cannot withstand the honest impulse of our own feelings, which compell us to declare, that if such omission was the consequence of neglect, it was censurable in the highest degree; if of intention, unpardonable. Earl Howe is no more, may his fall, and his faults perish with him, and those virtues which may still remain in public recollection, survive to all eternity. It were needless to enter into any detail of the gallant and heroic conduct by Captain Collingwood in the encounter with the Spanish fleet off St. Vincent in the month of February 1797, at which time he commanded the *Excellent*. Lord Nelson rendered the most noble, and at the same time the most honest tribute of praise, in the private memorandum afforded by him of the observations he made during that engagement; see page 75, et seq. To add any further eulogium would be ridiculous and impertinent. On the fourteenth of February 1799, he was promoted to the rank of Rear-Admiral of the white, and not long afterwards hoisted his flag on board the *Triumph*, being appointed to command in the channel fleet, at that time under the orders of Lord Bridport. It may be remembered, that during the latter part of the war, the fleets of France never met those of England on the Atlantic, consequently no opportunity was afforded, either to the flag officers, or captains employed in that quarter, of particularly distinguishing themselves. He continued on board the *Triumph* till the month of June 1800, when he removed into the *Barfleur*, a second rate, and retained his former line of command till the conclusion of the war; during which period he was, on the first of January 1801, advanced to be Rear-Admiral of the Red. After the recommencement of

woven with each other, that it would require almost an age of investigation to separate one from the other. In point of fact, to adopt the emphatic words used by Mr. (now Lord) Collingwood, on whom the command devolved, we know, "that it pleased the Almighty Disposer of all events, to grant his majesty's arms a complete and glorious victory." Let us now bestow a few moments in observing on its extent and its consequences. In respect to the former, it stands unequalled. The memorable victory off Cape la Hogue, by which the aspiring gigantic power of Lewis the XIVth was nearly crushed into obscurity, sinks, before the battle of Trafalgar, almost into a petty skirmish. The fleets of Britain and of Holland more than doubled that of their antagonists: the number of the ships destroyed cannot be raised with any degree of truth, or authenticity, beyond seventeen sail; several of which were under sixty guns. Such is the real state of the loss sustained by France; for however it may be

hostilities with France, he was, on the twenty-third of April, 1804, advanced to be Vice-Admiral of the Blue. In 1805, he was invested with the command of the Squadron stationed off Cadiz. His noble conduct in the encounter with the French and Spanish fleets off Trafalgar, has already been recompensed by his advancement to a peerage by the title of Baron Collingwood, and his promotion in the service to Vice-Admiral of the Red Squadron. France and Spain must long lament the effects of his gallantry, and we trust as well as hope, that his countrymen will ever have sufficient gratitude not to forget them.

extended in some of the manuscript journals*; which have been preserved to the present day, it appears from the strongest concurrent testimonies, those accounts cannot, in the smallest degree, be depended upon. In the battle of Trafalgar, the fleet of Britain had to contend, not only with ships in the most perfect state of equipment, on the very instant of their issuing from their own ports, but also against a superiority of no less than six ships of the line; yet against these mighty odds, the transcendent abilities of his lordship, and the bravery of those whom he commanded, acquired a victory, which would probably have extended much farther than it really did, had not the elements themselves risen, as it were in opposition to the mighty conquerors.

It is related, and certainly is a circumstance highly interesting, that the instant the French admiral observed the manner in which the British fleet was formed, together with its manner of advancing, he hesitated not to express his apprehensions of the approaching discomfiture: he foresaw that a stroke, which he was unprepared for, was meditated against him; and he knew himself unable to parry its effects. When Vice-admiral Collingwood, at the head of the division under his orders, began the attack, and broke through the French line, Lord Nelson, turning

* See *Biographia Navalis*, Vol. I, page 351.

round with the highest exultation and joy, said, "Look at that noble fellow! observe the style in which he carries his ship into action!" Such an eulogium, and from such a man, surpasses in value the most laboured panegyric.

In respect to the consequences of the victory, it may perhaps be difficult to appreciate them to their full, or proper value. Had the ruined armament effected its passage into the Mediterranean in safety, it is impossible to calculate the extent of the advantage that might have accrued to the enemy. The increased distance of its station would not only materially have augmented the difficulties under which his lordship, or any other commander who had been employed in watching its motions, would have lain, but the accumulation of force it would have acquired, by the junction of such ships as had long been preparing and were ready for sea, at Carthagena, together with those belonging to France left behind at Toulon, would have required a considerable reinforcement of ships, the necessity of which, even the gallantry and ability of his lordship could not have obviated.

But, amidst all these cheering events, the death of his lordship intercepted the rays of conquest, and threw a cloud over the whole transaction, which prevented the eyes of his countrymen from contemplating otherwise than with sorrow and regret, honours and triumphs which had

been purchased at so inestimable a price. It has been a remark, too obvious indeed was it for to be neglected, that his lordship fell, like the immortal Wolfe, in the arms of victory herself. There was indeed the closest similarity, not only between their fates, but in their habits and their temper. It would be improper to relate the several circumstances which are reported to have been connected with it, on account of the difficulty that must, as already observed, attend ascertaining the authenticity of them. Those which appear best entitled to public notice and attention, are given in the Gibraltar Chronicle of the 2d and 9th of November last, and reprinted in the Naval Chronicle, Vol. XIV, pages 455, 484.

Extract from the Gibraltar Chronicle of November the 9th.

“It appears, from every account which has been received from the Spanish officers, who have been taken prisoners, that Admiral Villeneuve certainly sailed from Cadix with a determination of giving battle to the English fleet. There is, however, the strongest reason to believe, that this measure was contrary both to the views and instructions of Buonaparté, whose intentions were, that the combined fleet should proceed from Cadix to Toulon, forming a junction with the Carthagena squadron in their way, that he might, by these means, have the greatest part of the Spanish navy in a French port, and immediately in his power, in case any reverse of fortune might tempt the Spanish government to seize a favourable opportunity to throw off the galling yoke he has imposed upon it. But Villeneuve seems to have

been impelled by motives of personal resentment, and wounded honour, to act in opposition to the wishes of his master. He had been deeply stung, by a severe remark in the *Moniteur*, upon what the conduct of the French fleet would be, if commanded by a man of abilities; the Spaniards had also openly upbraided him with not supporting them in the action off Cape Finisterre; Buonaparté, he likewise knew, had publicly spoken of him in the most sarcastic manner; and to complete his misfortunes, he had received private intelligence, that Admiral Rosily was ordered from Paris to supersede him in the command of the combined fleets at Cadiz. Under such circumstances, he naturally felt, that even a defeat could add but little to his disgrace; whilst, on the contrary, a victory over a British fleet, commanded by the first Hero of the age, would wipe off every supposed stain on his character, and cover him with immortal honour. Thus situated, he resolved to put to sea before Admiral Rosily could arrive, in spite of every remonstrance of Admiral Gravina and other Spanish officers of rank, who vainly attempted to dissuade him from his design of giving battle to the British fleet, which they foresaw would be attended with the most disastrous consequences. Villeneuve, however, was immovable; and the intelligence he had received of Admiral Louis, and six sail of the line, being then absent from the fleet, induced him to believe that Lord Nelson had only twenty-one sail of the line along with him, as he was ignorant of the reinforcement which had arrived from England, owing to the great distance at which the British fleet kept from Cadiz. On this supposition, Villeneuve's original disposition of his fleet is generally allowed to have been extremely judicious—Twenty-one of his ships were to be drawn up in the usual line of battle, to receive the first attack of the British fleet, whilst twelve of his select ships, forming a body of reserve to windward, were to bear down, and to

double upon the British line, after the action had commenced, and thus to place it between two fires. Every other precaution was also taken that was thought most likely to ensure success. Ten thousand of their choicest troops were distributed throughout the fleet; the French ships were furnished with every species of fire-balls and combustibles to throw on board the English ships, in hopes of being able either to burn them, or to produce such confusion as might greatly facilitate their design of boarding, where an opportunity offered; and several of the ships were repeatedly set on fire, and many of our seamen were dreadfully scorched, from this unusual mode of warfare. British skill and intrepidity were, however, completely triumphant over every obstacle that was opposed to them: and notwithstanding the enemy in general, and particularly the Spaniards, fought with great obstinacy, it is the opinion of the ablest officers in the fleet, that had there been a little more wind during the action, to have enabled the rear of our fleet to have come up in proper time, hardly a ship of the enemy would have escaped.

“ The French Admiral, on seeing our fleet so much stronger than he expected, abandoned his original plan, and formed the whole of his ships into one line, firmly waiting the attack of the British, which was conducted in a manner so bold and unexpected, as to throw them into the greatest confusion. The Royal Sovereign, Vice-Admiral Collingwood, in particular, which first broke through the enemy's line, excited the general admiration of both fleets.

“ The bravery of our seamen has never been doubted; but the uncommon success and marked superiority which they displayed over the enemy on this glorious day, are chiefly to be attributed to that cool intrepidity and discipline which prevailed throughout the fleet in a high degree: a very remarkable proof of which is, that we have not heard of any one accident having happened on board any of our ships;

from hurry or carelessness, during the whole of the engagement.

“ We do not recollect any general action, where so many of our ships ran on board those of the enemy; no less than five of the French captured ships were engaged so closely, that the muzzles of our lower-deck guns touched those of the enemy; and it is worthy of remark, that in every instance where this occurred, the Frenchmen immediately lowered their ports and deserted their guns on that deck, whilst our seamen, on the contrary, were deliberately loading and firing their guns with two, and often with three round shot, which soon reduced the enemy's ships to a perfect wreck.

“ The dreadful slaughter on board, and the shattered condition of all the captured ships, whilst it shows with what obstinacy the enemy in general fought, is a convincing proof of the decided superiority our seamen possess over the enemy in close action.

“ It seems to be generally allowed, that the French fired with more vivacity at the commencement of the action than the Spaniards; but that the Spaniards showed more firmness and courage to the end than the French. Amongst the Spanish ships, the *Argonauta* and *Bahama* were defended to the last extremity, each of them having about 400 men killed or wounded. The *San Juan Nupomucena* was also fought with the utmost gallantry; till her Captain and 350 of her crew were killed or wounded.

“ The *Prince d'Asturias* and *Santa Anna* both likewise showed great bravery in the action.

“ However disastrous this victory may have proved to the Spanish navy, the national character of that country has risen greatly in our estimation even by their defeat. As enemies, though vanquished, their gallantry commands the highest respect; and the humanity with which every English sailor, that fell into their hands, was treated, exceeds all

“ All the Spanish prisoners, on the contrary, who have been brought to this place, to the amount of upwards of three thousand, have been sent back to Spain, except one wounded officer, now in the Naval Hospital, who earnestly requested to be allowed to remain under the care of the English surgeons, till his wounds were cured *

“ We have also the pleasure to learn, that the Spaniards, since their return to Spain, have universally expressed the liveliest sense of gratitude for the generosity and humanity they invariably experienced whilst they were prisoners on board of the different English men of war, where it seemed to be the study of their conquerors to make them forget their misfortunes.

“ Indeed, our navy will deserve this tribute of applause from their enemies, upwards of a hundred of our gallant seamen have perished, during the gale of wind after the action, in their generous efforts to save the prisoners out of the different prizes. To record the numerous and singular exertions that were made on this occasion, by all the ships of the fleet, would far exceed the limits prescribed to us, we cannot, however, pass over in silence the heroic conduct of Captain Malcolm, and his ship's company, in the *Donnegal*, who, at the imminent hazard of being totally lost, rescued hundreds of the enemy from a watery grave.

“ Two instances of the noble humanity, shown by this ship, we shall mention — During the violence of the gale, when she was riding at anchor near the *Berwick*, then in possession of the English, some of the French prisoners, on board of the prize, in a fit of madness, or desperation, cut the cables of the *Berwick*, by which means she immediately

* It is proper to acknowledge here, that General Castanos, commander in chief of the camp before the garrison, and M. Abadia, Spanish agent for the exchange of prisoners, have omitted no exertion of theirs to facilitate the generous intentions of the English admiral

drove towards the dangerous shoals of St. Lucar, then to leeward, where there was hardly a chance of a man being saved. In this situation, Captain Malcolm, without hesitation, ordered the cables of the *Donnegal* to be instantly cut, and stood after the *Berwick*, to which he dispatched his boats with orders first to save all the wounded Frenchmen, before they brought off any of the English, which order was most punctually complied with; the English were next removed, but, before the boats could return, the *Berwick* struck upon the shoals, and every soul on board perished, to the number of three hundred.

“ The wounded Frenchmen, who were thus saved, were supplied with the cots and bedding which had been prepared for our own sick and wounded: and, after being treated with every kindness and mark of attention, they were sent into Cadiz by a flag of truce, with all the cots and bedding in which they had been placed, that they might suffer as little pain or inconvenience as possible in their removal.

“ The other instance we shall notice was as follows:— On the 26th of October, whilst the *Donnegal* was at anchor off Cadiz, in a violent gale of wind, with upwards of 600 prisoners then on deck, an unfortunate Spanish prisoner fell overboard. Notwithstanding the sea was then running so high that they had not ventured to hoist out a boat for twelve hours before, two seamen belonging to the *Donnegal* immediately jumped overboard after him, in hopes of saving his life, to the admiration of the Spaniards, who were lost in astonishment at so daring an act. The poor man, however, sunk, and was drowned, just as one of the English seamen had nearly hold of him; a boat was immediately lowered, and fortunately the two gallant fellows were got on board safe.

“ The English officers who have returned from Cadiz, state, that the account of Lord Nelson's death was received

there with extreme sorrow and regret by the Spaniards, and that some of them were even observed to shed tears on the occasion. They said, "that though he had been the ruin of their navy, yet they could not help lamenting his fall, as being the most *generous enemy*, and the *greatest Commander* of the age!"

Extracts from the Supplement to the Gibraltar Chronicle for Nov. 2, 1805.

"We have endeavoured, since the arrival of the Victory, the ship on board of which Lord Nelson's flag was flying during the whole of the late action, to obtain every information in our power on the subject. It was his lordship's intention to have broken through the enemy's line, between the tenth and eleventh of the enemy's ships in the van; at the same time that Admiral Collingwood penetrated their line about the twelfth ship from the rear: but finding the enemy's line in that part so close, that there was not room to pass; he ordered the Victory to be run on board of the ship that opposed him; and the Temeraire, by which the Victory was seconded, also ran on board of the next ship in the enemy's line, so that these four ships were for a considerable time engaged together in one mass as it were, and so close, that the flash of almost every gun fired from the Victory set fire to the Redoubtable, to which ship she was at that time opposed: whilst our seamen, with the greatest coolness, were at intervals employed, in the midst of the hottest fire, in throwing buckets of water to extinguish the flames on board of the enemy's ship, lest, by their spreading, they might involve both ships in destruction. We question if ancient or modern history can produce a more striking instance of cool and deliberate valour; and it certainly reflects the highest honour upon the discipline and intrepidity of that ship's crew.

“ Lord Nelson, on receiving his wound, was immediately sensible it was mortal; and said with a smile to Captain Hardy, with whom he had been talking at that moment, *“ they have done for me at last.”* He was soon obliged to be carried off the deck; and as they were conducting him below, he remarked the tiller-rope being too slack, which he desired them to acquaint Captain Hardy with, and have it tightened. His anxiety for the event of the day was such, as totally to surmount the pains of death, and every other consideration; he repeatedly sent to inquire how the battle went, and expressed the most lively satisfaction to find it favourable. Whilst bearing down on the enemy’s line, he had repeatedly said, *“ that it was the happiest day of his life, and that from the plan of attack he had laid down, he expected that he should have possession of twenty of their Ships before night.”* His lower extremities soon became cold and insensible, and the effusion of blood from his lungs often threatened suffocation: but still his eyes seemed to brighten, and his spirits to revive, at hearing the cheers given by the crew of the Victory, as the different ships of the enemy surrendered. About four o’clock he became exceedingly anxious to see his friend Captain Hardy; and he sent for him several times, before that gallant Officer thought it prudent to quit the deck at so interesting a moment. About five o’clock, however, when he saw that the victory was completely decided, and the battle nearly ended, he was enabled to attend to the last wishes of the dying hero, who eagerly inquired how many ships were captured? On being told by Captain Hardy, that he was certain of twelve having struck, which he could see, but that probably more had surrendered, his Lordship said, *“ What, only twelve! there should at least have been fifteen, or sixteen, by my calculation: however, (after a short pause, he added), twelve are pretty well!”* He now said, *“ that he felt death fast ap-*

proaching, and that he had but a few minutes to live: He could have wished to survive a little longer, to have seen the fleet in safety, but, as that was impossible, he thanked God that he had outlived the action, and had been enabled to do his duty to his country." About this time he was roused by another cheer from the crew of the *Victory*, at their seeing some more of the enemy's ships strike their colours, at which he expressed the highest satisfaction on learning the cause, and shortly after expired without a groan. The Frenchman by whose hand this matchless hero fell, was soon afterwards shot by Mr Pollard, Midshipman of the *Victory*, and was seen to fall out of the mizen-top.

"It was his lordship's intention to have engaged the *Bucentaure*, the French commander in chief's ship, at first, if he could have distinguished her: but singular as it may appear, no person on board could discover the French admiral's flag to be flying during the whole of the day; though the *Victory* was for a considerable time within pistol-shot of her, and handled her so severely, as to render her incapable of taking any share in the engagement afterwards.

"Three of the French ships in the van, who had no part in the action, and one of which carried a Rear-admiral's flag, had the inhumanity, and cowardice, as they were making their escape, to fire for a considerable time upon the *Santissima Trinidad*, and several others of the crippled Spanish prizes, after they had surrendered to us, which, from their situation, were incapable either of opposition or flight, and an immense number of the Spanish were killed and wounded, from this unprecedented and bloody deed of their good and faithful allies. We solemnly pledge our credit for the truth of this extraordinary fact, to which every officer on board of our victorious squadron now in the bay can bear witness. Indeed such was the indignation felt and expressed by the Spaniards, at the conduct of the French, that when,

two days after the action, seven of the enemy's ships came out of Cadiz, in hopes of retaking some of the disabled prizes, the Spanish crew of the *Argonauta*, in a body offered their services to the British officer who had charge of the prize, to man the guns against any of the French ships; and they were actually stationed at the lower-deck guns for that purpose, whilst the English seamen manned those of the upper deck. The English officer on board returned all the Spanish officers their arms, and placed the most implicit confidence in the honour of the Spaniards; which he had no reason to repent: for though their numbers were so superior, as easily to have enabled them to retake the ship, yet they on every occasion showed the utmost submission and good conduct, and declared, that if a Spanish ship came alongside of them, they would quietly go below and leave the English to act for themselves.—His Majesty's ship *Prince*, of 98 guns, Captain Grindall, is come in here, having on board Rear-Admiral Don Baltasar Hidalgo de Cisneros, with the Captain and 500 men belonging to the *Santissima Trinidad*. Also the *Revenge*, of 74 guns, Captain Moorson; *Agamemnon*, 64, Captain Sir E. Berry; *Thunderer*, 74, Lieutenant Stockam; *Bellerophon*, 74, Lieutenant Cumby; *Colossus*, 74, Captain Morrice; and *Victory*, 100, Captain Hardy, on board of which is the body of Lord Nelson. Also just arrived his Majesty's ships *Conqueror*, 74, *Temeraire*, 98, *Royal Sovereign*, 100, *Defence*, 74, *Orion*, 74, and *Phœbe* frigate, with two of the prizes, the French *Swiftsure*, 74, and *Ildefonso*, 74.

“ Though it is highly honourable to the bravery of the Spanish nation, we most sincerely regret to find, that the loss both in ships and men on this occasion has chiefly fallen upon them; they were unwillingly dragged into the contest by their *good and faithful allies* the French; who were, as usual, the first to fly, and desert them in the middle of the

action; it appearing from every account that *four* of the French ships were seen running away, about two hours and an half after the battle had begun."

In respect to what immediately preceded the horrid event, which the trembling pen of history almost feels itself unequal to the melancholy task of recording, it appears, that immediately previous to the dreadful shot being fired, which deprived his country of its brightest ornament, his lordship was standing on the quarter deck of the *Victory*, moving, as was his custom, whenever he was much pleased, the shoulder, or rather sleeve of his right arm, up and down with the greatest rapidity, but having unfortunately remained too long in the same posture and situation, he afforded sufficient time to a marksman on the poop of the *Bucentaure*, which then lay on the *Victory's* quarter, to take a deliberate, and unhappily too correct an aim at him. Captain Hardy, who was standing near his lordship, observed him in the very act, and had hardly time to exclaim, "Change your position, my Lord! I see a rascal taking aim at you," the fatal shot unhappily took place at the same instant.

I COME TO BURY CÆSAR, NOT TO PRAISE HIM,

For he possessed all the nobleness conspicuous in *Cæsar's* character, those lineaments only which destroyed the perfection of its symmetry, being

wanting. It might be truly said of him, THIS WAS A MAN. He sought not to raise himself on the stilts of popularity, by assuming a temporary patriotism, foreign to the feelings of his heart; or pretending to qualifications, which, when in reality possessed, serve only to degrade the mind, in other respects great, and noble. That he was ambitious, no person acquainted with his character will venture to deny; but his ambition was of the mildest quality, and nourished only by the reflection, of its becoming serviceable to his country. Venerated with a degree of enthusiasm, nearly equal to idolatry, he disdained to render that advantage, so much envied by many, but which he had so honestly acquired, subservient to the cause of faction, or the clamour of party. His ambition, let the term be repeated, would have induced him to undertake the most dangerous, and desperate service, if he thought his abilities could be useful. Had he considered the interests of his country demanded it, he would, even, at the latest moment of his life, have acted with pleasure in the most subordinate capacity, or exulted in taking upon himself the danger, and the responsibility, of commanding half the naval force of the universe.

As a naval officer, in whatever rank, or command he appeared, he was greeted by the acclamations, and followed by the reiterated ap-

plauses of those he was sent to protect. The shores of the Mediterranean hailed him as their friend; and the most valuable colonies of Britain, as their deliverer. Benevolent, humane, and gentle, even in the hour of conquest, the terrors of his arms ceased on the same moment with resistance; the foe became instantly converted into the guardian, and instead of being followed by the curses, he was blessed in the prayers of the vanquished.

It could scarcely be denominated his good fortune, that although a conqueror, he uniformly escaped the charge of having encouraged extortion, or connived at plunder, and thereby alienated the affections of the newly-acquired subjects of the British government. Such ideas were foreign to his soul; and his captives, freed from their imaginary chains, constantly beheld their victor converted into their parent, and friend.

Of the commerce, and true interests of his country, he formed the most correct ideas; he was aware, that independent of all speculative opinions, and abstracted from the wild, the romantic effusions of a distempered, and splenetic party, the commerce of Britain had become so intimately connected with its welfare, that the interruption of one, must inevitably cause the destruction of the other. Impressed with this truth, his exertions were so actively, and unre-

mittingly made, that he may be said, at the same time, to have increased the commercial wealth, while he advanced the naval glory of his country.

But come—no time's for lamentation now;

————— Samson hath quit himself.

Like Samson, and, heroically, hath finish'd

A life heroic; to his enemies

Hath left years of mourning

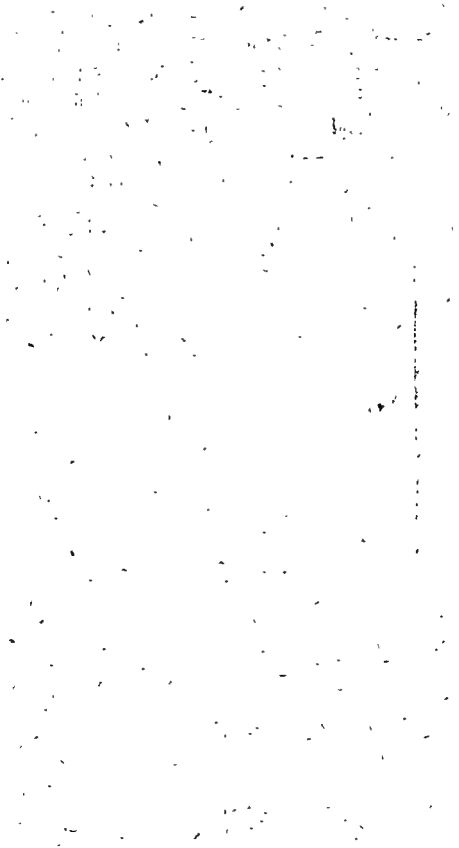
And lamentation: to Israel

Honour hath left, and freedom:

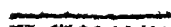
To himself, and father's house, eternal fame.

SAMSON'S ADONISTES.

FINIS.



A P P E N D I X.



L E T T E R S

WRITTEN BY

LORD VISCOUNT NELSON,

ILLUSTRATIVE OF VARIOUS EVENTS RELATED IN THE
MEMOIRS OF HIS LIFE.

OF all evidence whatever, there is none perhaps more interesting, or satisfactory, than that which is collected from letters, written immediately subsequent to the event they record; they become particularly so, when proceeding from the pen of a man, who never supposed, or expected they would meet the public eye; such is the hurry and carelessness, which the generality of the world occustom themselves to, in epistolary correspondence, that there are perhaps but few instances, where the publication of such documents, would reflect material honour on the writer. This, however, is by no means the case, in respect to Lord Viscount Nelson; so general, and so unaffected a spirit of piety, benevolence, philanthropy, perseverance, loyalty to his sovereign, and love for the true interests of his country, pervades every line, that to withhold them from the inspection of the world, would be an act not of ingratitude, but of injustice.

Let mankind read the letters, and judge for themselves: whether, in the detail of the virtues attributed to the noble writer, the smallest trace is discernible, either of flattery, or exaggeration.

N. B. These letters, without exception, were addressed by Lord Nelson, to William Locker, Esq. late Lieutenant-governor of Greenwich Hospital.

ORIGINAL LETTERS.

No. I.

Page 27.—*On the following day he received a commission as second lieutenant of the Leveestoffe.*

Leveestoffe, at Sea,

MY MOST WORTHY FRIEND, *Aug. 12, 1777.*

I AM exceedingly obliged to you for the good opinion you entertain of me, and will do my utmost that you may have no occasion to change it. I hope God Almighty will be pleased to spare your life, for your own sake, and that of your family; but should any thing happen to you (which I sincerely pray to God may not), you may be assured that nothing shall be wanting on my part, for the taking care of your effects, and delivering safe to Mrs. Locker such of them, as may be thought proper not to be disposed of. You mentioned the word "consolation" in your letter—I shall have a very great one, when I think I have served faithfully the best of friends, and the most amiable of women.

All the services I can render to your family, you may be assured shall be done, and shall never end but with my life; and may God Almighty of his great goodness keep, bless, and preserve you and your family, is the most fervent prayer of your faithful servant,

HORATIO NELSON

P. S. Though this letter is not couched in the best manner, be assured it comes from one entirely devoted to your service.

H. N.

[It is needless to add, that this letter was written in consequence of Captain Locker's extreme ill health, a circumstance

which at length compelled him to leave the Jamaica station, and return to England for his recovery two years afterwards: the foregoing letter speaks for itself; it needs neither comment, nor praise.)

No. II.

Page 35.—*He was afterwards promoted to the Badger sloop of war.*

DEAR SIR,

Badger, May 13, 1779.

I AM very sorry I made you so uneasy about the meo that were pressed from the Amity Hall; but I will relate the story in particular for Mr. Taylor's satisfaction, whom I should be very sorry to disoblige, not only because he has been so exceedingly civil to me, but also upon your account.

When I first saw the ships in Port Antonio, I took them for part of the Cork fleet, and sent the boat for men, with orders not to press from homeward-bound ships; they went on board two, and did not meddle with their people; but as there were thirty-five men on board the Amity Hall, they were tempted to bring away five; I was not pleased when they came on board, and I returned into port on purpose to release them, for I entertained not a thought of detaining any one of them; the master came on board, and acted in a most impertinent manner. In very abusive language he told me he should take the law, &c. I cannot say but I was rather warm at being talked to in such a manner; however, I immediately returned two meo and a neutral, but told him I should keep the other two, on account of his impertinent behaviour. (This is the whole of the matter.)

If you tell the story, I beg you will mention, that the master forgot to advertise he had on board two deserters from the Badger.

The master is just coming on board, so I must stop a little. He is just gone, and I never was more surprised than at his denying the advertisement, and saying that several circumstances were not such as he had written about, either in regard to the number, or, that it prevented his proceeding with the convoy; he says he wrote to a gentleman in Kingston his account of the affair, and begged he would get his men released, or take such methods as might preserve him from blame, if he did not sail; he tells me he never desired the business to be advertised, he has begged my pardon for his behaviour on that day, and we are parted very good friends (though I believe all he told me is false); however, it will convince people what sort of man he is. I have now completed our water, and shall sail in the morning. I intend going off the eastern end, to see if the report of the fourteen-gun brig be true.

Since I wrote last I have lost a very fine brig, which we chased twenty leagues to leeward of the island, and lost I am sure, for want of a night-glass. I intend to come in again on Tuesday to save post if possible; but for fear I should not, I leave this here. I see you are quite determined about going home, and in all probability may sail before you can hear from me again; but I shall always write to you in England. I hope you will have a good voyage, and find Mrs. Locker, together with all your family, in good health: I hope you will soon recover when you get home. The friendship you have shewn me I shall never forget; and though I lose my best friend by your going, I would not have you stay a

day longer in this country. I am very sorry indeed Captain Deane is ill; I beg you will give him my best wishes for his speedy recovery. May health and happiness attend you is the sincere wish of your

Much obliged and faithful servant,

HORATIO NELSON.

I am afraid the admiral has got the wrong end of the story about the men; if you think proper, mention it: I beg you will return Mr. Taylor my sincere thanks, for the kind part he has taken in this affair.

No. III.

Page 35.—*His presence of mind preserved from destruction Captain Lloyd, and all the crew of the Glasgow, a twenty-gun ship, commanded by that gentleman, which had unfortunately taken fire.*

DEAR SIR, *Badger, off St. Ann's, June 7, 1779.*

I SUPPOSE before this you have heard of the fate of the poor Glasgow; indeed it was a most shocking sight; and had it happened half an hour later, in all probability a great many people would have been lost: she anchored at half past three, and at six she was in flames, owing to the steward attempting to steal rum out of the after-hold. Captain Lloyd is very melancholy indeed on the occasion, and I sincerely wish I was at Port Royal for his sake, and that of the ship's company, for the men are falling sick very fast, owing to the constant rains we have experienced since we left Montego Bay; for we have no place on board the Badger to shelter such a number of men. I suppose I have letters at Port Antonio from you, but I have not been there these three

posts; and am much afraid I shall be obliged to go round the west end, and attempt the south side, the current having set us nine leagues to leeward these last twenty-four hours, although we have had favourable winds: for I have heard of no packets arriving, and hope to see you at Port Royal.

I beg you will remember me very kindly to Mr. Ross, and Captain Deane, who I hope is recovered. May health and happiness attend you, is the real sincere wish of

Your most humble servant,

HORATIO NELSON.

The lieutenant of the Glasgow will take care of this; he is a very good young man I believe, and has not saved a rag but what was on his back.

No. IV.

Page 36.—*An attack upon the island of Jamaica being then daily apprehended, &c.*

DEAR SIR,

Port Royal, August 12, 1779.

JAMAICA is turned upside down, since you left it; the Count d'Estaing is at the Cape with twenty sail of the line, and a flag-ship, with eight or nine more at Port au Prince; the latter fleet fell in with the Charon and Pomona in the night, but they got off by good sailing. They say there are 20,000 men at the Cape ready to embark, and 5000 at Port au Prince. He arrived at the Cape, last Saturday fortnight with 125 sail, men of war and transports. He passed Captain Lambert's squadron, which arrived here yesterday, in a very thick day; so that all our ships are in port, except

the *Hinchinbroke*, *Hound*, and *Porcupine*, which we have reason to believe are taken; as reports are very strong from the Bahama islands. Now I have told you what we expect, I will tell you the measures taken to defend the island: 5000 men are encamped between the ferry and Kingston, 1000 in Fort Augusta, 300 at the Apostles' Battery, and we expect to have 500 in Fort Charles, where I am to command. The *Lion*, *Salisbury*, *Charon*, and *Janus*, are moored in a line from the Point to the outer shoal, the *Ruby* and *Bristol* in the narrows going to Kingston, to rake any ships that may attack Fort Augusta; the *Pomona* and *Speke* Indiaman above Rock Fort, and the *Lowestoffe* at the end of the dock-wall. Expresses go to-morrow morning to all quarters. The *Resource* and *Penelope* are to cruise off the east end: four frigates are down here, two of them commissioned. I have fairly stated our situation, and leave you in England to judge what stand we shall make, I think you must not be surprised to hear of my learning to speak French. I hope you have had a good passage, and are now in peace and plenty with your family. Ross has behaved in a very public-spirited manner, has sent the *Gayton* and his vessels to the admiral, to be employed as he may think proper, and has even sent a considerable part of his negroes to the different batteries; as the packet sails to-morrow, and that circumstance has been kept a secret, I have not time to say any more; I know we shall have your wishes for success. May health, peace, and happiness, always surround your good family, to whom I beg to be kindly remembered, is the constant wish of, &c.

HORATIO NELSON,

No. V.

Page 40.—*On his arrival in England, he happily received so much benefit, &c.*

DEAR SIR,

Bath, Feb. 15, 1781.

IT is really so long since I wrote to you, that I am almost ashamed to write at all; but I know your goodness will forgive me, although I hardly deserve it. My health, thank God, is very near perfectly restored, and I have the complete use of all my limbs, except my left arm, which I can hardly tell the ailment of; from the shoulder to my fingers' ends it feels as if half dead; but the surgeon and doctors give me hopes it will all go off. I most sincerely wish to be employed, and hope it will not be long. I have thought several times you were appointed to a ship, else you would have written, if only to scold me for my neglect: if I am not employed, I intend coming to town the beginning of March. I hope when I come to town to see a fine trio in your room. If Mr. Rigaud has finished the picture send word in the next letter you write to me, and I will send you an order upon Mr. Paynter. When you get the pictures I must be in the middle, for God knows, without good *supporters**, I shall fall to the ground.

Yours, &c.

HORATIO NELSON.

* The portrait alluded to was placed by Captain Locker, to whom it was presented, between those of the present Admiral George Montague and Sir Charles Pole.

No. VI.

Page 43.—*After a long and fatiguing, &c.*

MY DEAR SIR, *Yarmouth Roads, Dec. 22, 1781.*

I WOULD have written a line before this, but I expected every moment would have brought a wind, that would have sent me to the Downs, whither I am bound with a large convoy of store-ships for Portsmouth and Plymouth. I assure you I have almost been froze on the other side of the water, here we find it quite summer; we have not met with any success, indeed there is nothing you can meet, but what is in force; the Dutch have not a single merchantman at sea; one privateer was in our fleet, but it was not possible to lay hold of him; I chased him an hour, and came fast up with him, but was obliged to return to the fleet. I find since it was the noted *Fall, the Pirate*. Macbride sailed from hence yesterday with his two Dutch prizes; they are privateers schooner rigged, but very different from what you would suppose by his letter; whoever gets them as fine sloops of war, will be very much disappointed when they see them. Dickson in the *Sampson* was our commander. What fools the Dutch must have been not to have taken us into the Texel! the convoy consisted of 260 sail; they behaved as all convoys that ever I saw did; shamefully parting company every day: 110 sail are now in the Roads. I hope to hear you have a ship, at least that your health will permit you to take one.

The *Albemarle*, although you abused her at Woolwich, has some good sailing in her; the *Argo*, a new forty-four, we can spare a great deal of sail, and I think we go full

as well as the Enterprize. If you write a line to the Downs, I shall get it there, &c.

HORATIO NELSON.

No. VII.—EXTRACT.

Page 43.—*He was sent to Newfoundland.*

MY DEAR SIR,

Portsmouth, April 2d, 1782.

I OUGHT to be scolded for not having wrote to you for this long time past. I can make very lame excuses. The weather has been so very bad for these ten days, and southerly winds so strong, that I have not been able to get the old Albemarle out of the harbour. I am ordered to Cork to join the Dædalus, Captain Pringle, and go with a convoy to Quebec, where worse than all to tell, I understand I am to winter. I want much to be off from this voyage, and believe if I had time to look a little about me, I could get another ship. Mr. Adair, who attends on Mr. Keppel, might tell him that in such a country I shall be laid up, for he has told me that if I was sent to a cold damp climate, it would make me worse than ever; many of my navy friends have advised me to represent my situation to Admiral Keppel, and they have no doubt but he would give me other orders, or remove me; but as I received my orders from Lord Sandwich, I cannot help thinking it wrong to ask Mr. Keppel to alter them.

I hope to hear by next post you have a ship.

Farewell, &c.

HORATIO NELSON.

[The parts omitted are such as relate to private family concerns only, therefore totally uninteresting to the public. The preceding extract proves the shattered state of his constitution, even at that early age, and the zeal with which he chose to encounter the in-

temperature, and inclemency of any climate whatever, rather than make a complaint which he thought could in the most distant degree affect the service.]

No. VII.

St. John's Harbour, Newfoundland,

MY DEAR SIR,

June 1st, 1782.

WE arrived at this disagreeable place last Monday at daylight (the 27th) - with four sail of the convoy; we parted from the *Dædalus* on the 7th of May, 300 leagues to the westward of Cape Clear in a hard gale of wind; as the wind has blown strong from the eastward, ever since our arrival here, I imagine that Captain Pringle could not fetch this port, and is therefore gone on to the westward; if he is, this wind will carry him to Quebec, while I am so unfortunate to be kept here with a fair wind; for the entrance of this harbour is so narrow, that you cannot sail unless the wind blows right out: as soon as the wind changes I shall sail. The *Leocadia* arrived here three days before us with the salt ships from Lisbon. Captain Hope desires his compliments; he took a ship privateer, the day he made the land, of fourteen guns. We have heard the news from the West Indies, but not the particulars; it is reported that the Duke blew up in the action*: I hope to God it is not true, I had rather the French were at the devil, than have lost Captain Gardner: he is a real loss to the service. You know the particulars long before this. My second lieutenant left the ship at Cork; the other lieutenant not having joined the ship, I gave Bromwich an order to act as a lieutenant: in all probability it will get him some prize-money, and I hope

* This refers to the encounter between Sir George Rodney and the Count de Grasse,

get him confirmed a lieutenant; he does his duty exceedingly well as an officer: indeed I am very well off. As to myself, the voyage agrees with me much better than I expected.—I think the chance is much against your letter, as it goes by the way of Lisbon.

June 3. The remainder of the Quebec fleet are arrived at a harbour a few leagues to the leeward of this, and I am now getting under sail to join the other part of the fleet from this place. The Irish Newfoundland fleet arrived here on the 1st of June, and the *Arethusa* with the English fleet at a place, where the Quebec fleet are, on the 2d instant, with their whole fleets; not a ship taken in any of the fleets.

Farewell, &c.

HORATIO NELSON.

No. VIII.

Page 43.—*Being ordered on a cruise off Boston, &c.*

Albemarle, Isle of Bee, River St. Lawrence,

MY DEAR SIR,

OCT. 19th, 1782.

MY letter from Newfoundland, by way of Lisbon, if you ever will receive, you have got long before this time; but this I most sincerely hope will not find you at Gray's Inn; but that Old England, at this time of need, will have the services of so good an officer. We arrived here with the convoy on the 1st of July, and sailed upon a cruise the 4th, and returned to Quebec on the 17th of September, knocked up with scurvy; having myself for eight weeks, together with all the officers, lived upon salt beef; nor had the ship's company a single fresh meal since the 7th of April. In the end, our cruise has been an unsuccess-

cessful one; we have taken, seen, and destroyed more enemies than is seldom done in the same space of time, but not one arrived in port, I do not repine at our loss: we have in other respects been very fortunate, for on the 14th of August we fell in with, in Bolton Bay four sail of the line and the Iris French man of war, part of Monsi. Vaudreuil's squadron, who gave us a pretty dance for nine or ten hours, but we beat all except the frigate, and though we brought to for her, after we were out of sight of the line of battle ships, she tacked and stood from us: our escape I think wonderful, they were upon the clearing up of a fog within shot of us, and chased us the whole time about one point from the wind the frigate I fancy had not forgotten the dressing Captain Salter had given the Amazon, for daring to leave the line of battle ships. A fortnight ago when I was at Quebec with no other expectation, or desires than to return to England, arrive the Drake sloop, and Cockatrice cutter, with orders for the transports to be fitted for the reception of troops, and to be sent to New York: in consequence thereof old Worth has given me orders to carry the fleet to New York—a very pretty job at this late season of the year, for our sails are at this moment frozen to the yards. The wind has this moment blown round from the eastward to the west, and I have just made the signal to unmoor: you shall hear from me again when I reach New York. Adieu, &c.

HORATIO NELSON.

[That singular modesty, which pervaded every action of his Lordship's life, is remarkably conspicuous in the foregoing letter, although his conduct had been so exemplary and gallant on the preceding occasion; yet, even in a private communication to a most intimate friend, he forbore not only from assuming the smallest

merit to himself, but attributes the conclusion of that event to the bravery of another officer, on an occasion totally unconnected with himself.]

No. IX.—EXTRACTS.

Page 45.—*He proceeded from thence to the West Indies, &c.*

MY DEAR SIR, *Albemarle, New York, Nov. 17th, 1782.*

. I FOUND Lord Hood here upon my arrival, and I have requested him to take me with him, to the West Indies; he has written to Admiral Digby for me, and I was to have sailed with the fleet this day, but for some private reasons, when my ship was under sail from New York to join Hood, I was sent for on shore, and told I was to be kept forty-eight hours after the sailing of the fleet: it is much to my private advantage, but I had rather have sailed with the fleet; if there is wind enough they sail this day

I am a candidate (with Lord Hood), for a line of battle ship: he has honoured me highly by a letter, for wishing to go off this station, to a station of service, and has promised me his friendship: Prince William is with him, I think it is the prelude to the Digby's going off this station; money is the great object here, nothing else attended to.

The French are still in Boston. The packet sails to-morrow, and I have been so much employed in fitting my ship, that I could not get time to write before to-day, and you must excuse me for not saying more; though I could fill another sheet very well; when I arrive in the West Indies you will hear immediately from me.

Farewell, &c.

HORATIO NELSON.

No. X.

Page 49.—*Having been ordered to attend his Royal Highness,*

Albemarle, Cape Tibérach, Feb 25, 1783.

My situation in Lord Hood's fleet, must be in the highest degree flattering to a young man. He treats me as if I was his son, and will, I am convinced, give me any thing I can ask of him; nor is my situation with Prince William less flattering. Lord Hood was so kind as to tell him (indeed I cannot make use of expressions strong enough to describe what I felt) that if he wished to ask questions relative to naval tactics, I could give him as much information as any officer in the fleet. He will be, I am certain, an ornament to our service. He is a seaman, which, perhaps, you would hardly suppose. Every other qualification you may expect from him. A vast deal of notice has been taken of him at Jamaica; he has been addressed by the Council, and the House of Assembly were to address him the day after I sailed. He has his levees at Spanish Town: they are all highly delighted with him. With the best temper, and great good sense, he cannot fail of being pleasing to every one.

No. XI.

Page 49.—*He returned from thence to England, &c.*

Salisbury Street, Strand, July 12, 1783.

WHEN I look at the date of your letter I received at Portsmouth, I ought to be ashamed at not having written to you, but you always knew I was a careless fellow, although, be assured, my great esteem and respect for you can never be lessened. My time, ever

Since I arrived in town, has been taken up in attempting to get the wages due to my good fellows for various ships they have served in during the war. The disgust of the seamen to the navy is all owing to the infernal plan of turning them over from ship to ship, so that men cannot be attached to their officers, or their officers care twopence about them: my ship was paid off last week; and in such a manner as must flatter any officer; particularly in these turbulent times: the whole ship's company offered, if I could get a ship, to enter for her immediately, but I have no thoughts of going to sea, for I cannot afford to live on board ships, in such a manner as is going on at present. Yesterday Lord Hood carried me to St. James's; the King was exceedingly attentive; on Monday, or Tuesday, I am to be at Windsor, to take leave of Prince William, previous to his embarkation for the continent.

No. XII.

Page 49. *He immediately went over to France, &c.*

MY DEAR SIR, *St. Omer, Nov. 2d, 1783.*

OUR travels, since we left you, have been extended to much greater length than I apprehended; but I must do Captain Mac the justice to say it was all my doing, and in a great measure against his advice; but experience bought is best; and all my experience I have paid pretty dearly for. We dined at Canterbury, the day we parted from you, and called at Captain Sandys' house, but he was just gone out to dinner, in the country, therefore we did not see him: we slept at Dover, and next morning at seven o'clock, put to sea with a fine N. W. wind, and at half past ten we were safe at breakfast in Mons. Grandfire's

house at Calais. His mother kept it when Hogarth wrote his *Gate of Calais*. Sterne's *Sentimental Journey* is the best description I can give of our tour. Mac advised me to go first to St Omer, as he had experienced the difficulty of attempting to fix in any place where there are no English, after dinner we set off, intending to go to Montreuil, sixty miles from Calais: they told us we travelled *en poste*, but I am sure we did not get on more than four miles an hour. I was highly diverted in looking what a curious figure the postillions in their jack boots, and their rails of horses made together. Their chaises have no springs, and the road generally paved like London streets, therefore you will naturally suppose we were pretty well shaken together by the time we had travelled two posts and a half, which is fifteen miles; to Marquies, here we were shewn into an inn, (*they called it,*) I should have called it a pigstie, we were shewn into a room with two straw beds, and with great difficulty they mustered up clean sheets, and gave us two pigeons for supper, upon a dirty cloth, with wooden-handled knives—*O what a transition from happy England!* But we laughed at the repast, and went to bed with the determination that nothing should ruffle our tempers. Having slept very well, we set off at daylight for Boulogne, where we breakfasted: this place was full of English, I suppose because wine is so very cheap; we went on after breakfast to Montreuil, and passed through the finest corn country that my eyes ever beheld, diversified with fine woods sometimes for two miles together, through noble forests. The roads mostly were well planted with trees, which made as fine an avenue as to any gentleman's country seat. Montreuil is thirty miles from Boulogne, situated upon a small hill, in the middle of a fine plain, which reached as far as the eye

could carry you, except toward the sea, which is about twelve miles from it. We put up at the same house, and with the same jolly landlord that recommended Le Fleur to Sterne. Here we wished much to have fixed, but neither good lodgings, or masters could be procured; for there is no middling class of people; sixty noblemen's families lived in the town, they owned the vast plain round it, and the rest are very poor indeed. This is the finest country for game that ever I was in; partridges are sold at twopence halfpenny a couple, pheasants and woodcocks in proportion, and in short every species of poultry. We dined, supped, lay, and breakfasted next day, Saturday; then we proceeded upon our tour, leaving Montrieul you may suppose with great regret; we reached Abbeville at eight o'clock: but unluckily for us, two Englishmen, one of whom called himself *Lord Kingsland*, I cannot possibly suppose it to have been him, and a Mr. Bullock, decamped at three o'clock that afternoon in debt to every shopkeeper in the place. These gentlemen kept elegant houses, horses, &c. so that we found the town in an uproar. No masters could be had at this place that could speak a word of English, and all masters that can speak English grammatically, attend at the places frequented by the English, that is to say, St. Omer's, Lille, Dunkirk, and Boulogne, to the northward of Paris, so that as I had no intention of travelling to the south of France till the spring at any rate, I determined, with Mac's advice, to steer for St. Omer's, where we arrived last Tuesday: and I own I was surprised to find, instead of a dirty, nasty town, which I had always heard it represented, a large city, well paved, good streets, and well lighted. We lodge in a pleasant French family, and have our dinners sent from a *traiteur's*. There

are two very agreeable young ladies, daughters, who *honor* us with their company very often — one always makes our breakfast, and the other our tea; and play a game of cards in the evening. Therefore I must learn French if it is only for the pleasure of *talking to them*, for they do not speak a word of English. Here are a great number of English in this place, but we visit only two families; if I did I should never speak French. Two noble captains are here, you do not know, I believe, either of them; they have not visited me, and I shall not, be assured, court their acquaintance. If Charles Pole is arrived, and you write to him, give my kind respects to him; I esteem him as a brother — tell me where I can write to him. You must be heartily tired of this long epistle, if you can read it, but I have the worst pen in the world, and I can't mend it. God bless you, and be assured

I am your sincere friend,

And affectionate humble servant,

HORATIO NELSON.

Captain Macnamara desires his compliments to you; his and mine to Mrs. Bradley, Dyne, &c — Direct to me A Monsieur Monsieur Nelson, chez Madame La Mourie, St. Omer, en Artois.

• No XIII

MY DEAR FRIEND, *St. Omer's, Nov 22, 1783.*

Your kind letter I received last night. I concluded you were in London, as I had not the pleasure of hearing from you sooner. Since I wrote last I have been very near coming to England, occasioned by the melancholy account I received of my dear sister's death: my

father, whose grief on the occasion was intolerable, is, I hope, better ; therefore I shall not come over ; she died at Bath after a nine days illness, in the twenty-first year of her age ; it was occasioned by coming out of the ball-room immediately from dancing. Your time with Captain Reynolds must have been very agreeable : the good opinion he is pleased to entertain of me is highly flattering ; it is more than my short acquaintance with him had a right to expect. French goes on but slowly ; but patience, of which you know I have not much, and perseverance, will make me master of it. Here are two navy captains at this place, but we do not visit ; they are very fine gentlemen with epaulets : you may suppose I hold them a little *cheap* for putting on any part of a Frenchman's uniform. Macnamara is very much obliged to you for the trouble you have taken about his picture ; he will write a postscript at the end of his letter. Captain Young visited me to-day, and to-morrow we meet at dinner ; I shall certainly deliver your compliments ; he is come over to place his brother, who is a lieutenant, in a French family. He returns immediately to England. Mac was present last night at a very elegant ball, but my mind is too much taken up with the recent account of my dear sister's death to partake of any amusements.

I am much obliged to Charles Pole for his remembrance ; I should have written to him had I known where to have directed a letter. When you write to Captain Reynolds give my best compliments, and to Captain and Mrs. Gardner also. If I am not in England before the winter is over, I shall go to Paris in the spring ; where I have received a most polite invitation from the officer whom I detained off Porto Cavallo ; I did not know

his rank at that time, or after, till I came here; he went by the name of Count de Deux Ponts. He is a prince of the Empire, a general of the French army, knight of the grand order of St. Louis, and was second in command at the capture of York Town. His brother is heir apparent of the electorate of Bavaria, and of the Palatinate. The present Elector is eighty years of age, and this gentleman's brother is upon his death-bed, so most probably I shall have had the honour of having taken prisoner a man, who will be a sovereign prince of Europe, and brings into the field near a hundred thousand men: his letter is truly expressive of the attention that was paid him, when on board my ship. There are a vast number of English at this place; I visit but few of them. In two of them I am very happy in their acquaintance, one is the brother of Massingberd, who was in the Lowestoffe; he is very polite, and his lady a very complete gentlewoman; we are quite at home:—the other is an English clergyman, who has a very large family, two very agreeable daughters grown up, about twenty years of age, who play and sing to us whenever we go. I must take care of my heart I assure you. God bless you, my dear friend.

I am yours, most sincerely,

HORATIO NELSON.

EXTRACTS.

Page 49 — *He was seen after commissioned to the Bortas.*

No. 3, Lancaster Court, March 23, 1784.

MY DEAR FRIEND,

NOT having written for so long a time, I am almost ashamed of telling you I am yet so town. On

Friday last I was commissioned for the *Boreas* in Long Reach, at present under the command of Captain Wells (Lord Keppel's), and I am also sorry to say, that the same day gave me an ague and fever, which has returned every other day since, and pulled me down most astonishingly : I understand she is going to the Leeward Islands; and I am asked to carry out Lady Hughes and her family. The ship is full of young midshipmen, and every body is asking me to take some one or other ; I am told she is well officered and manned ; I have not seen her as yet, but shall go down to-morrow. * * * * I must conclude with saying, if there is any young gentleman you wish me to take, I shall have great pleasure in paying every attention in my power to him.

Yours, &c.

HORATIO NELSON.

No. XIV.

MY DEAR SIR, *Portsmouth, April 21, 1784.*

SINCE I parted from you, I have encountered many disagreeable adventures. The day after I left you, we sailed at daylight, just after high water. The d—d pilot, it makes me swear to think of it, ran the ship aground, where she lay with so little water that the people could walk round her till next high water. That night and part of the next day we lay below the Nore with a hard gale of wind and snow ; Tuesday I got into the Downs ; Wednesday I got into a quarrel with a Dutch Indiaman who had Englishmen on board, which we settled, though with some difficulty. The Dutchman has made a complaint against me ; but the Admiralty fortunately have approved my conduct in the business, a thing they are not

very guilty of where there is a likelihood of a *scrape*. And yesterday to complete me, I was riding a *blackguard* horse that ran away with me at Common, carried me round all the works into Portsmouth, by the London gates, through the town out at the gate that leads to Common, where there was a waggon in the road, which is so very narrow that a horse could barely pass. To save my legs, and perhaps my life, I was obliged to throw myself from the horse, which I did with great agility: but unluckily upon hard stones, which has hurt my back and my leg, but done no other mischief. It was a thousand to one that I had not been killed. To crown all, a young girl was with me, her horse ran away as well as mine; but most fortunately a gallant young man seized the horse's bridle a moment before I dismounted, and saved her from the destruction she could not have avoided. Kingsmill came to town on Sunday, and has taken possession of his ship and land frigate again. Lady Hughes is here, but I have not received my orders. Give my compliments to Madam Bradley, &c. and rest assured

I am yours,

Most sincerely,

HORATIO NELSON

No. XV

Bertra, Spithead, May 14, 1784

MY DEAR FRIEND,

THE Commissioner is now paying my ship, and I am making use of the time, that I may be able to save post, for none goes out to-morrow. I was agreeably surprised by your letter, for I did not expect to hear you was in London. I thank you much for your news,

which if true, hostilities must commence soon again with the French : God send, I say. But if Cornwallis is going out, I shall be a little vexed I am not to be one of the ships. Whenever I go to Dominica, you may be assured that every circumstance relative to your estate shall be inquired into. Jamaica is the place I wish to go to. I have scarcely time to say, how much

I am your devoted,

HORATIO NELSON.

No. XVII.

Bocas, English Harbour, Sept. 24, 1784.

MY DEAR FRIEND,

I WAS in hopes that the first letter I should write you from this country would have given you some information of your Dominica estate, but that is not in my power. I was one day in Prince Rupert's Bay to wood and water; there you know I could get no information. If Sandys should go to Dominica, I shall give Bradley's letter to him, and write to Orde upon the subject. Collingwood is at Grenada, which is a great loss to me; for there is nobody that I can make a confidant of. The little man — is a good-natured laughing creature, but no more of an officer as a captain than he was as a lieutenant. Was it not for Mrs. M. who is *very very* good to me, I should almost hang myself at this infernal hole. — is tolerable, but I do not like him, he bows and scrapes too much for me; his wife has an eternal clack, so that I go near them as little as possible; in short, I detest this country, but as I embarked on this station I shall remain in my ship. Our ears are full of wars in the east; is there any likelihood of a war? I am in a fine trim for the beginning of one; well officered and manned. I have not heard from a single creature in England since I arrived. I have written to every body, and to you from Madeira, but not a line. Give my best remembrance to Kingsmill and to friends in his neighbourhood; and I beg also you will rest assured

I am

Your devoted faithful friend and servant,

HORATIO NELSON.

No. XVIII.

English Harbour, Nov. 23, 1784.

MY DEAR FRIEND,

YOUR kind letter I received yesterday upon my arrival here, though I cannot say much, as my time is very short, being obliged to sail this morning for the Virgin Islands. Collingwood is here; he desires to be kindly remembered. This station is far from a pleasant one. Coll desires me to say he will write you soon such a letter, that you will think it a history of the West Indies. What an amiable good man he is! all the rest are geese. I have not had a letter from Kingsmill this packet: when you write remember me to him. I am in my way to examine an harbour said to be situated in the island of St. John's, capable, it is supposed, to contain a fleet of men of war during the hurricane seasons. It is odd this fine harbour, if such a one there is, should not have been made use of long ago; but there is an order from the Admiralty to send a frigate to examine it: it is said here to belong to the Danes; if so, they will not let me survey it. I must have done, for the signal gun is fired for us to sail. God bless you, my dear friend, and believe I am

Yours most affectionately,

HORATIO NELSON.

No. XIX.

Page 50.—*The Americans, after having erected themselves, &c.*

Boreas, Basseterre Road, Jan. 15, 1785.

THE longer I am upon this station the worse I like it. Our commander has not that good opinion of

No. XX.

Boreas, St. Kitt's, March 16, 1785.

MY DEAR FRIEND,

SINCE my last I have been at Prince Rupert's Bay, and with great difficulty reached the house, which Admiral Parry built upon his land; the house is levelled with the ground, nor should I have known it was any thing but a wood, had not my guide told me this was the estate. I made every inquiry it was possible for me to do as to worth, or what could be done with it; from the whole I have heard it is not possible to sell, or let it. If you claim it, the taxes are far more than it is worth in its present state, and they have proclamations for giving the loyalists lands gratis, so much do they want settlers for the island. The soil is bad, so much so, that several mulattoes settled upon the cleared part after Admiral Parry left it, and lived in the house, but at last they abandoned it, not being able to get roots to grow in it. Governor Stewart has an estate at Prince Rupert's, but quite in another situation; I am told he wishes for the money he has laid out upon it. And now let me tell you a very extraordinary anecdote of Dominica:—When the English first took possession of it, they thought it a fine sugar island; they built by far the best works of any island in our possession, but time has proved that the soil is not proper for sugar, as it takes some hundred gallons of juice to make a hoghead more than at any other island. Cotton and coffee are the only commodities it will produce in perfection. If ever I go to Rosseau, I will ask Governor Stewart if any thing can be done, and I will do what is right in the business; but from what I have said little can be expected. News from this ill-fated

corner you will not expect; Moutray is gone home a few days ago, so that I lose my only valuable friend in these islands. Every day convinces how superior the Jamaica station is to this; every thing is extravagantly dear, and no comforts. All the navy are very unpopular, from the governor downwards, for hindering the American ships from trading to the islands. I seldom go on shore, hardly once a month; Mr. and Mrs. Georges are the only people I know upon this island. How have you been this cold winter? quite stout, I hope, and all your children; Collingwood recommends — —, he says you ought to marry her; what a charming good man! he is a valuable member of society. Our admiral with his family are just making the tour of the islands; they find probably more satisfaction in visiting than I do, for they are a sad set. Yesterday being St. Patrick's day, the Irish colours with thirteen stripes in them were hoisted all over the town; I was engaged to dine with the President, but sent an excuse, as he suffered those colours to fly; I mention this only to shew the principles of these *vagabonds*. God bless you—farewell; and believe me,

I am ever,

Your affectionate humble servant,

HORATIO NELSON.

Collingwood desired me to make his compliments.

March 18.

No. XXI.

Boreas, English Harbour, Sept. 4; 1785.

MY DEAR FRIEND,

OUR friend Kingsmill will have told you of my captivity, and of all the disasters I have suffered for having acted with a proper spirit against the villanies of a certain set of men settled in these islands from America, who have brought their rebellious principles with them. If ministers do not support me, may they find the want of officers to support them! You know by this vile note that we hardly hear of the arrival of the packet at St. John's before her time of sailing arrives, therefore from this place you will not expect a long letter; indeed my mind has been so much taken up with law, that I have very much neglected my best friends, who I am sure have great reason to complain of me; but I throw myself upon their generosity, and hope they will be sorry for the employment which has appertained to me for some time past. On the 24th last we had a most severe gale of wind; the mischief is great, but not so much as might have been expected. The men of war rode out the gale, but very many small vessels are lost about the islands. At Martinico we have a flying report that almost every thing is destroyed. From Barbadoes and Grenada we have not heard. I should hope they have escaped. I wish I could give you any good tidings relative to your Dominica estate, but you must not be sanguine about it. Farewell, my dear friend, and rest assured with what sincere regard and esteem

I am

Your much obliged friend and servant,

HORATIO NELSON.

No. LXII.

Page 50 — *The outcry against him is so great on
beight, &c.*

Berfat, off Martinico, March 5, 1786.

MY DEAR FRIEND,

YOUR kind letter of December 5th I only received a few days ago at Antigua, for the post-offices here are sadly careless of our letters, and if we do not happen to be at the island where they arrive, they will not be at the trouble of forwarding them to us. You accuse me too justly of not writing; I know myself to be a sad careless fellow in that respect, and too often neglect my best friends, but really for this last year I have been plagued to death, this station has not been over-pleasant, had it not been for Collingwood, it would have been the most disagreeable I ever saw

* * * * *

I don't like to say much against any man, there has been too much of that the late war, but as I only tell it to you as a friend, you will not let it go further than you think right. Not that I care who knows it, for I shall produce my orders whenever I come home, from some circumstances which have lately happened. It was near the hurricane months when I arrived in this country, consequently nothing could be done till they were over in November, when the Squadron arrived at Barbadoes, and the ships were to be sent to the different islands, with orders only to examine the anchorages, and whether there was wood and water. This did not appear to me the intent of placing men of war in peaceable times, therefore I asked Collingwood to go with me (for his

sentiments and mine were exactly similar) to —; I then asked him if we were not to attend to the commerce of our country, and to take care that the British trade was kept in those channels that the navigation laws pointed out. He answered, he had no orders, nor had the Admiralty sent him any acts of parliament. I told him it was very odd, for every captain of a man of war was furnished with the statutes of the Admiralty, in which the Navigation Act was included, which act was directed to admirals, captains, &c. to see it carried into execution. He said he had never seen the book; but having produced and read the laws to him, he seemed convinced that men of war were sent abroad for some other purpose, than to be made a show of. (The rebel Americans at this time filled our ports.) — then gave orders to all the squadron to see the Navigation Act carried into execution. When I went to my station at St. Kitts, I turned away all the rebels, not choosing to seize them at that time, as it would have appeared a trap laid for them. In December, to my astonishment, down comes an order from him, telling us he had received good advice, and requiring us not to prevent the Americans from coming in, and having free egress and regress, if the governor chose to allow them; he enclosed at the same time a copy of the orders he sent to the governors and presidents of the islands. — and others began by sending letters not far different from orders, that they should admit them in such and such situations, &c. telling me — had left it to them, but they thought it right to let me know it. Mr. — I soon trimmed up and silenced. —'s was a more delicate business; I must either disobey my orders, or disobey acts of parliament which — was disobeying. I determined upon

No. XXII.

Page 50.—*The outcry against him rose to so great an height, &c.*

Borcas, off Martinico, March 5, 1786.

MY DEAR FRIEND,

YOUR kind letter of December 5th I only received a few days ago at Antigua, for the post-offices here are sadly careless of our letters, and if we do not happen to be at the island where they arrive, they will not be at the trouble of forwarding them to us. You accuse me too justly of not writing; I know myself to be a sad careless fellow in that respect, and too often neglect my best friends; but really for this last year I have been plagued to death, this station has not been over-pleasant, had it not been for Collingwood, it would have been the most disagreeable I ever saw.

* * * * *

I don't like to say much against any man; there has been too much of that the late war, but as I only tell it to you as a friend, you will not let it go further than you think right. Not that I care who knows it, for I shall produce my orders whenever I come home, from some circumstances which have lately happened. It was near the hurricane months when I arrived in this country, consequently nothing could be done till they were over in November, when the Squadron arrived at Barbadoes, and the ships were to be sent to the different islands, with orders only to examine the anchorages, and whether there was wood and water. This did not appear to me the intent of placing men of war in peaceable times, therefore I asked Collingwood to go with me (for his

sentiments and mine were exactly similar) to —; I then asked him if we were not to attend to the commerce of our country, and to take care that the British trade was kept in those channels that the navigation laws pointed out. He answered, he had no orders, nor had the Admiralty sent him any acts of parliament. I told him it was very odd, for every captain of a man of war was furnished with the statutes of the Admiralty, in which the Navigation Act was included, which act was directed to admirals, captains, &c. to see it carried into execution. He said he had never seen the book; but having produced and read the laws to him, he seemed convinced that men of war were sent abroad for some other purpose, than to be made a show of. (The rebel Americans at this time filled our ports.) — then gave orders to all the squadron to see the Navigation Act carried into execution. When I went to my station at St. Kitts, I turned away all the rebels, not choosing to seize them at that time, as it would have appeared a trap laid for them. In December, to my astonishment, down comes an order from him, telling us he had received good advice, and requiring us not to prevent the Americans from coming in, and having free egress and regress, if the governor chose to allow them; he enclosed at the same time a copy of the orders he sent to the governors and presidents of the islands. — and others began by sending letters not far different from orders, that they should admit them in such and such situations, &c. telling me — had left it to them, but they thought it right to let me know it. Mr. — I soon trimmed up and silenced. —'s was a more delicate business; I must either disobey my orders, or disobey acts of parliament which — was disobeying. I determined upon

the former, trusting to the uprightness of my intention, and believing that my country would not allow me to be ruined, by protecting her commerce. I sent to —, expatiated on the navigation laws to the best of my ability; told him I was certain some person had been giving him advice, which he would be sorry for having taken, against the positive directions of acts of parliament; and I was certain he had too much regard for the commerce of Great Britain, to suffer our worst enemy to take it from us; and that too at a time when Great Britain was straining every nerve to suppress illegal trade at home, which only affected her revenue; that I hoped we should not be singular in allowing a much more ruinous traffic to be carried on under the king's flag; I added, in short, that I should decline obeying his orders, till I had an opportunity of seeing and talking to him, at the same time making him an apology. At first he was going to send a captain to supersede me; but having mentioned the matter to his captain, the latter said he believed all the squadron had thought he had sent illegal orders, and therefore did not know how far I was obliged to obey them; this being their sentiment, he could not try me here, and now he finds I am all right, and thanks me for having set him right. I told the custom-house people I should, after such a day, seize all foreigners I should find in our islands, and keep them out to the utmost of my power till that time; they fancied I could not seize without a deputation, and therefore disregarded my threats. In May last I seized the first; I had the governor, the officers of the customs, all the planters upon me; subscriptions were soon filled to prosecute me; and the admiral stood neuter, although his flag was then in the roads. Before the first vessel was tried, I had seized four others, and

having ordered the masters on board to examine them, and sent marines on board the vessels, not allowing some of them to go on shore, I had suits taken out against me, and damages laid at the enormous sum of 40,000*l.* sterling. When the trial came on, I was protected by the judge for the day ; but the marshal was desired to arrest me, and the merchants promised to indemnify him for the act ; but the judge having declared he would send him to prison if he dared to do it, he desisted. I fortunately attached myself to an honest lawyer, and don't let me forget, the president of Nevis offered the court to become my bail for 10,000*l.* if I chose to suffer the arrest. He told them I had done only my duty, and although he suffered more in proportion than any of them, he could not blame me. At last, after a trial of two days, we carried our cause, and the vessels were condemned. I was a close prisoner on board for eight weeks, for had I been taken, I most assuredly should have been cast for the whole sum. I had nothing left but to send a memorial to the king, and he was good enough to order me to be defended at his expense, and sent orders to Mr. Shirley to afford me every assistance in the execution of my duty, referring him to my letters, &c. as there was in them, what concerned him not to have suffered. The Treasury, by the last packet, has transmitted thanks to — and the officers under him, for their activity and zeal in protecting the commerce of Great Britain ; had they known what I have told you (and if my friends think I may, without impropriety, tell the story myself, I shall do it when I get home), I don't think they would have bestowed thanks in that quarter, and neglected me. I feel much hurt, that after all the loss of health and risk of fortune, another should be thanked for that, which I did, and against

his orders. I either deserved to be sent out of the service, or at least have had some little notice taken of me. They have thought it worthy of notice, and have neglected me; if this is the reward for a faithful discharge of my duty, I shall be careful, and never stand forward again; but I have done my duty, and have nothing to accuse myself of.

Most probably the next time you see me will be as a Benedict; I think I have found a woman who will make me happy; I will tell you more of the matter shortly, for my paper is full. Remember me to Kingsmill; he is more in practice than myself in writing. To Lord Ducie say compliments; why has he never sent the younker? I am sorry he has left the service. Adieu, my dear friend, and believe me

I am,

With the most unfeigned regard and esteem,

Yours faithfully,

HORATIO NELSON.

No. XXIII.

English Harbour, Dec. 29, 1786.

MY DEAR FRIEND,

I AM sure it is a full twelvemonth since I have had a line; you will say I do not deserve it; oftener than that however; for since May I know of three letters which I put myself into the packet. If you think me unmindful of the favours and kindnesses I received at your hands, you do me injustice. I am at this moment more thankful for them than I was when they were granted; then I was not capable of judging of their value. Let this be your opinion of your Horatio, and I trust it will be for the future.

You will know long before this reaches you, that Prince William is under my command. I shall endeavour to take care that he is not a loser by that circumstance. He has foibles, as well as private men, but they are far overbalanced by his virtues. In his professional line he is superior to near two thirds, I am sure, of the list; and in attention to orders, and respect to his superiors, I know hardly his equal. The islanders have made vast entertainments for him; but all this you will see in the English papers.

I am in momentary expectation of Sir Richard Bickerton, from reports; for the Admiralty are wonderfully secret. I wish he was arrived, for this state of uncertainty is very unpleasant. The Prince is to remain in these seas till May, when he returns to Nova Scotia, at which time I hope to set sail for Old England, for I am most heartily sick of these islands.

Heaven bless you, my dear friends, and believe that

I am unalterably your

HORATIO NELSON.

No. XXIV.

Page 51.—*He continued on the same station.*

Boreas, English Harbour, Feb. 9, 1787.

MY DEAR FRIEND,

YOUR letter of November 29th I received by a merchant-ship; it is the only one I have got, although I see you have written several; but not a line has ever reached me till now. I was fearful I had unknowingly offended, but am happy to find it is not so. I am at 2

lofs how to direct this letter, but shall fend it to your agent ; for I have never heard of your removal to Kensington, nor am I certain you live there now, but it must take its chance. I am here without ships enough to hold court-martials ; and discipline, you know, cannot be kept up without that resort.

Montserrat, Feb. 14.

I AM here with the Pegasus and Solebay ; the island has made fine addressees and good dinners, &c. Tomorrow we sail for Nevis and St. Christopher's, where the same fine things will be done over again. His Royal Highness keeps up strict discipline in his ship, and without paying him any compliment, she is one of the first ordered frigates I have seen. He has had more plague with his officers than enough ; his first lieutenant will, I have no doubt, be broke ; I have put him under arrest ; he having written for a court-martial on himself to vindicate his conduct, because his captain thought proper to reprimand him in the order-book : in short, our service has been so much relaxed during the war, that it will cost many a court-martial to bring it up again.

I am kept in utter darkness who is coming to this country. Since August, when Sir Richard Hughes left the station, the Admiralty have not written me a single line, except an order to take the Pegasus and Solebay under my command. Many things have happened, and they have neither approved, nor otherwise, of my conduct—that Lord Howe is a strange character—it may be all right, but I can't understand it. Pray remember me kindly to Lord Ducie, and many others that may please to honour me with their remembrance. I am sorry for

your wine, but I have five dozen of it saved and in bottles. Rum I have plenty of on board, and you shall have as much as you please, and whatever else I am in possession of, being, as I ought to be, with the truest esteem,

Your most faithful

HORATIO NELSON.

No. XXV.

Page 51.—*His Royal Highness, &c.*

Boreas, on her Passage to Tortola,

MY DEAR FRIEND,

March 21, 1787.

YOUR letter of December 26th I received a few days ago; as this is the second I have received dated Kensington, I shall direct this thither. I wish I may be able to procure any of the things your friend wants, but I fear it is too late on the station to expect much: indeed, my time since November, has been entirely taken up attending the Prince in his tour round these islands. However, except Grenada, this is the last, when I shall repair to English Harbour, and fit the Boreas for a voyage to England; happy shall I be when that time arrives: no man has had more illness, or more trouble on a station than I have experienced; but let me lay a balance on the other side—I am married to an amiable woman that far makes amends for every thing: indeed till I married her I never knew happiness. I shall have great pleasure in introducing you to her. Prince William did me the honour to stand her father upon the occasion, and has shewn every act of kindness that the most professed friendship could bestow. His Royal Highness leaves this country in June, by

which time I hope my orders will arrive, or somebody be appointed to the command of this station. The wonder to me is, that any independent man will accept it, for there is nothing pleasant to be got by it. Farewell, my dear Sir, and believe me to be

Ever yours,

HORATIO NELSON.

No. XXVI.

MY DEAR SIR,

Portsmouth, July 3, 1787.

YOUR truly kind letter I received last night; you are, as ever, too kind. What is to be my immediate destination I know not, but I rather think I shall go out with the fleet now at Spithead. We are ultimately to be paid off at Woolwich. My dear wife is much obliged by your kind inquiries. I have no doubt but you will like her upon acquaintance, for although I must be partial, yet she possesses great good sense and good temper. We are at a court-martial.

Ever yours truly,

HORATIO NELSON.

Charles Pole desires me to say every thing that is kind for him.

No. XXVII.

MY DEAR SIR,

Portsmouth, Aug. 12, 1787.

It is not kind that our native air should treat a poor wanderer as it has done me since my arrival; the rain and cold at first gave me a sore throat and its accompaniments; the hot weather has given a slow fever, not

absolutely bad enough to keep my bed, yet sufficient to prevent me from doing any thing. I could not have written a letter for the world; now the wind has set in to the westward, and the air is cool, I am quite well again. You have but too much cause to scold me for not writing, but all my other friends have the same cause, if that is any excuse. However, be assured that the things I have for you are perfectly safe, and although I may be careless in not writing, yet your former kindness to me is never out of my mind. When Boreas is to be paid off seems as uncertain as ever. If we are to have a bustle I do not want to come on shore; I begin to think I am fonder of the sea than ever. Mrs. Nelson returns her best thanks for your kind inquiries; I shall have great pleasure in making her known to so valuable a friend, but she knows you already most perfectly. Charles Pole is gone to Southampton; he is perfectly well. I beg my kind remembrances to your sons, and believe me to be ever

Your most affectionate

HORATIO NELSON.

No. XXVIII.

Page 51.—*From this time Captain Nelson, &c.*

MY DEAR SIR,

Bath, April 3, 1788.

I HAVE for this long time been very negligent about writing, nor, thank God, have I the cause of illness; for never was I so well; but we have been for this last month at a relation's near Bristol, and am only just returned here in order to drink the waters another fortnight, after which, we are going to Exmouth for a visit for a month, from whence we shall pass through London

on our way to Norfolk.—Pray remember me kindly to Captain Kingsmill; I would direct this letter under cover to him; but I am told he has let his house. Our sea-folks here are pretty numerous; but I am tired of this place, and long to get into the country. Our friend Charles Pole has been fortunate in his trial, but the lottery is so very much against an officer, that never will I knowingly involve myself in a doubtful cause. Prize-money is doubtless very acceptable, but my mind would have suffered so much, that no pecuniary compensation at so late a period, would have made me amends. I am at this moment under a prosecution by some Americans, for seizing their vessels in the West Indies, but I have written them word that I will have nothing to do with them, and they must act as they think proper: Government, I suppose, will do what is right, and not leave me in the lurch. We have heard enough lately of the consequence of the Act of Navigation to this country; they may take my person; but if sixpence would save me from a prosecution, I would not give it. In some measure I agree with you about the guard-ships and small vessels, so far certainly, that I would take half of every ship's company that are cruisers in the Channel, and put them into the new-commissioned large ships, and let the small ones raise more. What the papers tell us to be the conduct of this country towards Russia, is retaliation, at least, if our friendship is worth buying, we may have our own price. Spain appears fixed not to let their fleet come into the Straits; the armed neutrality of the Empress falls most deservedly on herself; I think if her fleet is able to get out of the Baltic, we should have a squadron of large ships in Gibraltar Bay to keep the peace, or assist one side, or other; something * * * * *

Cætera desunt.

No. XXIX.

Page 53.—*He was appointed to the Agamemnon.*

MY DEAR SIR,

Burnham, Jan. 26, 1793.

LORD Hood tells me that I am now fixed for the *Agamemnon* at Chatham, and that whatever men are raised for her will be taken care of on board the *Sandwich*; I have sent out a lieutenant and four midshipmen to get men at every sea-port in Norfolk, and to forward them to Lynn and Yarmouth: my friends in Yorkshire and the north tell me they will send what men they can lay hands on to the regulating captain at Whitby and Newcastle. The name of the ship was fixed for the avowed purpose of my raising men for sea, therefore I hope if any men from London are inclined to enter for her, you will not turn your back upon them, as although my bills are dispersed over this country, &c. I have desired that no bills may be stuck up in London, till my commission is signed. Lord Hood has been very kind indeed. From what Lord Howe writes me, I think the ship will be commissioned within a fortnight, and I shall join her directly. Mrs. Nelson joins in kindest respect with

Your obliged and affectionate

HORATIO NELSON.

No. XXX.

MY DEAR SIR,

Navy Office, Feb. 6, 1793.

I SHALL join my ship to-morrow; and if possible will get to Sheerness to pay my respects to you but fear it must be Friday. The lieutenant and master join the ship with me; and I have to request, as I hear an admiral is coming down, that you will have the good

nese to discharge Maurice Suckling, and such men as may be on board the Sandwich, into the Agamemnon. Pray have you got a clerk which you can recommend? I want one very much; I urge nothing; I know your willingness to serve. The Duke of Clarence desires me to say that he requests you will discharge Joseph King into the Agamemnon, or that I am welcome to any other man, to assist me in fitting out; he is but poorly, but expresses the greatest satisfaction at the appointment you are likely to succeed to, and in which no one rejoices more than

Your affectionate

HORATIO NELSON.

No. XXXI.

MY DEAR SIR,

Chatham, Feb. 21, 1793.

MOST truly do I rejoice at your appointment*, and hope you will derive every comfort from it. I am very much disposed to like Mr. Fellows, and have told him so, and that every protection of mine he shall certainly have, against a waste of his stores, &c. but that he must be very careful, that no just cause of complaint can be made against him, for I will not suffer any poor fellow to be lessened of his due: he seems perfectly to understand me, and I dare say we shall do very well together. Don't be in a hurry about the charts; I shall see you before we sail. Remember me to your sons, and believe me

Yours most affectionately,

HORATIO NELSON.

* To be Lieutenant-governor of Greenwich Hospital.

No. XXXII.

Page 53.—*And proceeded to his station in the month of May.*

MY DEAR FRIEND, *Gibraltar, June 24, 1793.*

WE arrived here last night from Cadiz, where six sail of the line have been to water. I have got for you a cask of, I hope, good sherry, which I shall take an early opportunity of sending home, and which I beg you to accept as a proof of my remembrance. We have done nothing, and the same prospect appears before us: the French cannot come out, and we have no means of getting at them in Toulon. We are to be joined off Barcelona by twenty-one sail of the line, Spanish; if they are no better manned than those at Cadiz, much service cannot be expected of them, although, as to ships, I never saw finer men of war. The Lord is in a hurry to get from here: we think he is to hoist the Union. If any thing interesting should happen, you may be assured I will let you know it, for believe me, with great truth,

Your most obliged and affectionate

HORATIO NELSON.

Remember me kindly to all your family, Kingsmill, &c.

No. XXXIII.

*August 20, 1793,
off Toulon.*

MY DEAR FRIEND,

I SHALL send by Troubridge, if I can find his ship, a cask of sherry, which I hope will prove good. The fleet has hitherto done nothing but look into Toulon;

Lord Hood went with the fleet ten days past to speak to the Genoese, about supplying the French with corn, and bringing back French property under neutral papers; for our being here is a farce, if this trade is allowed. By all the accounts we learn, the district of Provence would gladly become a separate republic under the protection of England. The people of Marseilles have said, they would destroy Toulon to accomplish this measure. In short, France will be dismembered; but in all their misery they have no thought of kingly government. Lutwidge and Man have been very ill indeed, we had fears for them. Lord Hood is very kind. Agamemnon sails well and is healthy, but we want to get into port for refreshments. Remember me to Kingmill, I hope his flag is flying; also to all our friends, and kindly to your family. Believe me yours

Most affectionately.

No. XXXIV.

Agamemnon, off Sardinia,

MY DEAR FRIEND,

Dec. 1, 1792.

YOUR letter of August 8th I got two days past in Tunis Bay, where Commodore Linzee has been negotiating for a French convoy under Le Duquesne, of 80 guns, and a corvette. The English never yet succeeded in a negotiation against the French, and we have not contradicted our practice at Tunis, for the *Monsieurs* have completely upset us with the Bey, and had we latterly attempted to take them, I am certain he would have declared against us, and done our trade some damage. Lord Hood has ordered me from Linzee's command, to take the command of a squadron of frigates off Corsica,

and the adjoining shore of Italy, to look out for some French frigates who are in St. Fiorenzo, in Corsica. They are the ships I had a little brush with, joined with one, or two others: if they are active, they may do our trade some damage; but to say the truth, I believe they are more inclined to be passive, at least they had much of that inclination when I saw them. Lord Hood has written me a very handsome letter, and given me this command. At Toulon I think they will have plenty of fighting this winter. Captain Toriano, of the 30th, I believe you know him, or some of his relations at Kensington, is killed; but shot and shell are very plentiful all over the harbour: I wonder more damage has not been done. General O'Hara, I hope, will be able to drive the French from the heights, near the harbour, or we shall be unpleasantly situated; not that I think Toulon is in the smallest danger: at all events, we can destroy the French fleet and arsenal. They are some of them the finest ships I ever saw; the *Commerce de Marseilles* has seventeen ports on each deck; the *Victory* looks nothing to her. You know Pole is gone to the West Indies; I have not seen him since his order; but I know it was a thing he dreaded: had I been at Toulon, I should have been a candidate for that service; for I think our sea war is over in these seas. *Agamemnon* has had her share of service; we have only had our anchor down thirty-four times since we sailed from the Nore, and then only to get water, or provision. I have now upwards of one hundred of this ship's company absent; we are not much better than a fifty-gun ship. Lord Hood has sent for Suckling, who was in the *Sandwich*, and I dare say has made him a lieutenant by this time. The Lord is a very good friend to me: he is certainly the best

officer I ever saw ; every thing from him is so clear, it is impossible to misunderstand him. If I should go to Cadiz, be assured I will get you a hog'shead, or two of sherry. Troubridge will tell you I did not see him, or his ship, after my letter by St. Alban's, Dec. 8. I am glad to see by the papers that Kingsmill is to hoist his flag ; pray, when you write to him, remember me kindly to him ; say, Can I get him any thing in these parts ? if so, I will do it with real pleasure. I have been in sight of the French squadron all day, and we hear they have been joined by a frigate from Calvi ; and really I think that the frigate who received most of our fire is not here ; they want one of their number is certain ; we have not, ever since the firing, wanted those who say they saw her sink. I own it remains doubtful. Remember me kindly to all your sons and daughters, Mr. Bradley, and all friends. Believe me

Your most affectionate

HORATIO NELSON.

No. XXXV.

Page 54.—*At the siege of Bastia.*

Agamemnon, Bastia,

MY DEAR FRIEND,

May 30, 1794.

I AM just got on board, after eight weeks service on shore, where I trust I have acquitted myself in a manner my friends will be pleased with. The more we see of this place, the more we are astonished at its being given up ; but the truth is, the different parties were afraid to trust each other ; the surrender can be justified on no other ground. I only yesterday got your letter of 12th

of December, which my brother sent in a box. I have now on board two captains, twenty-four other officers, and 300 seamen of the ships we fell in with last October; the officers abuse the crews, the people their officers, all join against their commodore for not coming down to us, after we were crippled; not that I have any idea they could have taken us, but they certainly behaved shamefully ill. The *Fortunée* is burned, the *Minerve* and *Le Fleche* taken, the *Melpomene* is at Calvi, and I trust will fall into our hands. We are now taking on board shot, powder, &c. for Calvi; which, although very strongly situated, will, I believe, soon fall; this done, *Agamemnon* goes to Gibraltar to get something like a refitment, having now been without the slightest repair in hull, or rigging, sixteen months. Bastia is most pleasantly situated, contains 14,000 inhabitants, will hold 20,000; a few hours carries parties to Italy. If the Corsicans know their own interest, they will be happy with us, but they cannot bear dependance. Remember me kindly to all your family, whom I hope to see in August or September, and believe me

Your most obliged and affectionate

HORATIO NELSON.

Direct me a letter to Gibraltar.

No. XXXVI.

Agamemnon, St. Fiorenzo,

MY DEAR FRIEND,

Jan. 17, 1794.

I HAD some hopes of seeing my friends in England very soon, but at present they are at an end, and if I do not sail from this country before the spring very far advances, I believe I shall give up all thoughts of

D

going home till the campaign is finished; for I should be truly sorry to have the chance of lying by the walls for two or three months in the height of summer, and when probably we shall have active service in this country. We are a week arrived here from a cruise of three weeks off Toulon, during which time we were fifteen days under storm-staysails; indeed such a series of bad weather I never experienced; the ships most of them strained a good deal, but sustained no material damage, nor did a single ship part company. We saw three French frigates, but from the admiral's anxiety to keep the fleet together, he did not make the signal for the frigates to chase them till too late in the day, and they most unluckily escaped. One of them was a crippled ship; Agamemnon was the next to them by six or seven miles, but a line-of-battle ship never chases. I have no doubt but we should have taken one, if not two, of them, for few ships sail equal to us, none I believe at present in this fleet. The admiral is anxious to get to sea again, to cover our convoy and expected reinforcements from England, and was only waiting till the Berwick, commanded by our shipmate Smith, was got ready for sea; but waiting for her must now be at an end, for last night a very heavy sea rolling into the Gulf, the Berwick not having, I understand, her rigging set up, lost all her masts, and is now a most complete wreck. The admiral, as you may believe, is much out of humour, thinking we have not a seventy-four to spare, the French fleet in the outer road of Toulon being as follows: Sans Culotte 120, Tonnant 80, Ca Ira 80, Languedoc 80, Gentreux 74, Censeur 74, Duquesne 74, Certaux 74, Commerce de Bordeaux 74, Mercure 74, Conquerant 74, Guerrier 74, Souverain 74, Heureux 74.

Barras 74; in the inner, *Hardi* 64, *Alcide* 74; eight of these very good, six bad but will go to sea, three very bad, with twelve frigates in the harbour, and five corvettes. Fifty sail of *Marseilles* ships are fitting for transports; they have some expedition on foot most certainly, I think *Port Estecia*; many others *Corfica*. Remember me most kindly to all your family, and believe me ever

Your most obliged

H. N.

No. XXXVII.

Page 55.—*In the encounters which took place,*

Agamemnon, Porto Estecia,

MY DEAR FRIEND,

March 21, 1795.

YOU will have heard of our brush with the French fleet, a battle it cannot be called, as the enemy would not give us an opportunity of closing with them; if they had, I have no doubt, from the zeal and gallantry endeavoured to be shewn by each individual captain, but we should have obtained a most glorious conquest. Admiral Hotham has had much to contend with, a fleet half manned, and in every respect inferior to the enemy; Italy calling him to her defence, our newly-acquired kingdom calling might and main, our reinforcements and convoy hourly expected; and all to be done without a force, by any means adequate to it. The French were sent out as for certain conquest, their orders were positive to search out our fleet, and to destroy us, of which they had no doubt, if we presumed to come to action with them; then, their troops were to have been landed, and *Corfica* retaken: however, thank God, all

is reversed, I firmly believe they never would have fought us, had not the *Ca Ira* lost her top-masts, which enabled the *Agamemnon* and *Inconstant* to close in with her, and so cut her up, that she could not get a top-mast up during the night, which caused our little brush the next day. Providence, in a most miraculous manner, preserving my poor brave fellows, who worked the ship in manœuvring about her stern and quarters, with as much exactness as if she had been working into Spit-head. The action never ceased for upwards of two hours, 120 of the enemy were killed and wounded on that day, and only seven of ours wounded. *Agamemnon* had only 344 at quarters, myself included. I am flattered by receiving the approbation of my own fleet, as well as the handsomest testimony from our enemies. The *Sans Culotte* at last bore down, when the admiral called me off. A gale of wind came on two days after the action, which forced us in here, and most unluckily put the *Illustrious* on shore, where she lies in great danger, our fleet, except *Courageux* and *Illustrious*, is perfectly refitted, and ready for sea, we sail to-morrow for Leghorn to join *Blenheim* and *Bombay Castle*, when the admiral will immediately put to sea, to see if we can find any of these crippled fellows, for some went off towed by frigates, and some without bowsprits. The *Sans Culotte* is in Genoa, others are in Vado Bay. I think we are quite up again in these seas, and if we could only have had a breeze, I have no doubt but we should have given a destructive blow to the enemy's fleet but however, it is very well. I beg my best and kindest remembrances to all your family, Josiah is a fine young man, and a brave fellow. Believe me ever

Your most faithful friend

HORATIO NELSON.

All the enemy's ships are fitted with forges, and fired constantly, from some of their guns, hot shot and shells; but they appear ashamed of their orders, which are positive from the Convention, and find nothing is superior to the old mode of fighting; I only wish some of their own ships may suffer by having a furnace in their cockpits; that will end such a diabolical practice. If you see Admiral Lutwidge, or ever write to Kingsmill, remember me to him.

No. XXXVIII.

Page 60. — *That circumstance led to a second partial encounter.*

Agamemnon, Leghorn,

MY DEAR FRIEND,

May 4, 1795.

WE have been here a whole week, expecting every hour to hear something from England, but nothing comes to us, neither messenger, nor posts; sure the people at home have forgotten us. The admiral has not received the scratch of a pen for a month past; no reinforcements arrived, nor have we heard of their having sailed, and yet the six ships of the enemy left Brest last December with the grand fleet, and have been arrived six weeks in Toulon harbour; and had we not fortunately crippled the masts of the enemy so much in the action, we should have been left here in a very inferior state. The King of Naples has sent us one more seventy-four, and the *Courageux* will be finished to-morrow. We should otherwise have had only fourteen sail of the line to twenty, now we shall have sixteen — fourteen English, two Neapolitans. But if, as reported by the French minister at Genoa, the preliminaries of

peace are actually signed with Spain, we shall of course lose our Naples friends; which will, in our present state, be a very heavy stroke upon us, for our minister at Naples tells us, as do Spain, so do Naples. Reports of the day say, that the French fleet sailed on the 1st of May from Toulon eighteen, or twenty sail of the line; we shall hear more, if it is true, in twenty-four hours; if only the former, I have no doubt but we shall obtain a complete victory; if the latter, we cannot expect it; and what is worse, a battle without a complete victory is destruction to us, for we cannot get another mast this side Gibraltar: but Providence will, I trust, order all for the best. We are likely to get an exchange of prisoners; the vessels are ready to sail from Toulon with English, who are to be exchanged at this place; we sail certainly from hence on Friday the 8th; we believe the French fleet to be still in port, and we are to proceed to the westward for Lord Hood, or some reinforcements. You mention your son John having written me a letter; I am sorry never to have received it. Remember me kindly to him, and the rest of the family. When I am to see England, God knows, and have in the present situation of affairs determined on staying here till the autumn, or till another action takes place, when all active service will probably be over, in these seas. Remember me to our naval friends, or such others as inquire after me. I flatter myself, if the promotion of flags comes very soon, I shall stand a fair chance for the marines; if services this war may be allowed a claim, I may stand to a certainty. One hundred and ten days I have been actually engaged at sea, and on shore against the enemy; in three actions against ships, two against Bristls, in my ship, four boat actions, and two villages taken, together with twelve sail of vessels burned. I don't know

any one has done more, and I have had the comfort to be ever *applauded* by my commander in chief, but never *rewarded*; and what is more mortifying, for services in which I have been slightly wounded, others have been praised, who at the time were actually in bed, far from the scene of action. But we shall, I hope, talk of the whole matter over the fire, next winter, at Greenwich. Believe me ever

Your obliged and affectionate

HORATIO NELSON.

No. XXXIX.

MY DEAR FRIEND, *Off Minorca, June 18, 1795.*

I RECEIVED your kind letter, dated April 15, on the 14th of June, when Admiral Man joined, and my friend William yesterday, with a book by Mr. Summers, whom I shall be glad to be attentive to. Great changes have taken place in this fleet, and more are on the eve of taking place, as the admiral expects a messenger every day; with the account of the promotion of several captains here: perhaps the Admiralty may commission me for some ship here; if so, provided they give me the marines, I shall feel myself bound to take her, much as I object to serving another winter campaign without a little rest. We are now waiting for a convoy's arrival from Gibraltar, but as the winds hang easterly, they may be some time before they arrive. The French say they will fight us again, provided we are not more than two or three ships superior; I can hardly believe they are such fools, pray God they may. The people are all squabbling at Toulon, one party in possession of the heights and fort Le Mâgüe, the Jacobins of the ar-

senal and town. The fleet put to sea for two days, but are gone back, and found the Jacobins, the Austrians, and Piedmontese, are only waiting for our getting to the coast of Italy and entering Vado Bay, which will be a fine anchorage for us. We have our wants and our wishes in the fleet; but, upon the whole, I believe we are much more comfortable than the home fleet, and our people very healthy, the scurvy not known; we eat very little salt meat. I shall keep this letter open till I hear of a vessel going to Leghorn; but our admiral gives us but very little notice.—June 19. Mr. Summers is recommended by Lord Hood to Admiral Hotham, and Holloway has put your good wishes for the young man against his name; and he will certainly be very soon made a lieutenant.—June 20. A vessel going to Leghorn, no convoy in sight, with kindest remembrance to your family, and Mr. Bradley, believe me ever your

Most obliged, affectionate

HORATIO NELSON.

Hotham desires his compliments,

[N.B. Captain Nelson was appointed, in consequence of a promotion of flag officers which then took place, to be one of the colonels of marines, on the 6th of June 1795.]

No. XL.

Page 60. — *That circumstance led to a second partial encounter.*

Agamemnon, off Cape Corse,

MY DEAR FRIEND,

July 8, 1795.

Mr. Summers is now fourth lieutenant of the Agamemnon; but as the vacancy is not by death, and only in the room of an officer invalided, it may be necessary to

have a friend to say a word at the Admiralty for his immediate confirmation : not that it is likely they will send out lieutenants to such vacancies. I told Admiral Hotham of your good wishes for the young man. We are now at sea, looking for the French fleet, which chased myself and two frigates into Fiorenzo, yesterday afternoon. The admiral had sent me, with some frigates, to co-operate with the Austrian general in the recovery of Genoa, when I fell in with the enemy, who, expecting to get hold of us, were induced to chase us over, not knowing, I am certain from their movements, that our fleet was returned into port. The chase lasted twenty-four hours, and, owing to the freshness of the winds, in these seas, at times I was hard pressed ; but they being neither seamen, or officers, gave us many advantages. Our fleet had the mortification to see me seven hours almost in their possession ; the shore was our great friend, but a calm and swell prevented our ships from getting out till this morning. The enemy went off yesterday evening, and I fear we shall not overtake them ; but in this country no person can say any thing about winds. If we have that good fortune, I have no doubt but we shall give a very good account of them, seventeen sail of the line, six frigates ; we twenty-three of the line, and as fine a fleet as ever graced the seas.—July 14. Yesterday we got sight of the French fleet ; our flyers were able to near them, but not nearer than half gun-shot : had the wind lasted twenty minutes longer, the six ships would have each been alongside six of the enemy. Man commanded us, and a good man he is in every sense of the word. I had every expectation of getting Agamemnon close alongside an eighty-gun ship, with a flag, or broad pendant ; but the west wind first died away, then came

cast, which gave them the wind, and enabled them to reach their own coast, from which they were not more than eight, or nine miles distant. Rowley and myself were just again getting into close action, when the admiral made the signals to call us off; the *Alcide*, 74, struck, but soon afterwards took fire, owing to a box of combustibles in her fore-top, and she blew up; about 200 French were saved by our fleet. In the morning I was certain of taking their whole fleet, latterly of six sail. I will say no ship could behave better than ours; few men are killed, but our sails and rigging are a good deal cut up. *Agamemnon*, with her usual good luck, has none killed, and only one badly wounded; by chance, for I am sure they only fired high; they put several shot under water, which has kept us since at the pumps. The enemy anchored in Frejus Bay, and we are steering for Fiorenzo.

Believe me ever yours,

HORATIO NELSON.

The *Culloden* lost his topmast as he was getting alongside a seventy-four.

Victory, Admiral Man, Captain Reeve; *Agamemnon*, Nelson; *Defence*, Wells; *Culloden*, Troubridge; *Cumberland*, Rowley, *Blenheim*, Bazeley; I think these were the names of every ship that was engaged: if I have omitted any, I beg their pardons.

No. XLI.

Page 60.—*In the ensuing month, &c.*

MY DEAR FRIEND, *Vado Bay, Aug. 19, 1795.*

I HAVE received your letter of July 8th, with a very late newspaper. I hope Lord Bridport's success,

and the appearances of the *émigrés* landed in Britany, will bring the war to a happy conclusion. The peace of Spain is unfortunate, inſomuch as it lets looſe an additional force againſt the Auſtrian army here ; otherwiſe, owing to the inactivity of the Spaniards, no benefit whatever aroſe to the common cauſe. As the conditions of the peace are not to be made public till September 23, we may ſuppoſe there are ſome of the articles by no means pleaſant to the allied powers : I think myſelf, beſides money, the Spaniards have conſented to give ſhips. I know the French long ſince offered Spain peace for fourteen ſail of the line fully ſtored, I take for granted not manned, as that would be the readieſt way to loſe them again. My command here of thirteen ſail of frigates and ſloops is not altogether unpleaſant ; with the fleet we do nothing, not a frigate is allowed to chaſe out of ſight. As I have been ſo much in the habit of ſoldiering, the moment it was known the Auſtrian army was coming, it was fixed the *Brigadier* muſt go. However, I have ſucceeded in all my attempts, and I truſt I ſhall not fail in our preſent undertaking ; nothing ſhall, as far as my force goes, be wanting on our parts ; but Hotham hates this co-operation. We expect Sir John Jervis to take the command, who, I underſtand, is a man of buſineſs. It is with real ſorrow that I ſhould appear to you ſo negligent in not ſending you wine, which I fully intended, by Captain Burgeſs of the *Argo* ; but my ſhort hiſtory, I hope, will plead my excuſe. On the 4th of July the *Argo* came into Fiorenzo from Leghorn, and I ſailed for Genoa the ſame night : I was chaſed back on the 7th by the French fleet, but did not go into Fiorenzo. After our very little buſineſs, we anchored at St. Fiorenzo at one P. M. and I ſailed at dark ; the *Argo* was then at Leg-

reinforce the army. I have my fears for Piedmont, unless the Emperor orders many more troops than he has at present. I beg you will remember me kindly to every part of your family, and do not forget me to such of our friends as you may meet with. Believe me

Yours most truly,

HORATIO NELSON.

No. XLIII.

Captain, at Sea, June 20, 1796.

MY DEAR FRIEND,

For this last fortnight my destination has been so often changed, that I have been very uncertain whether I was to go home, or stay. The Egmont, Captain Sutton, was under orders for England, with Admiral Linzee's flag on board, and had carried the convoy from Leghorn to Corsica; at this time orders came out for a third rate, the worst ship in the line, to go home with the convoy; there could be no doubt but the Agamemnon must be the ship. Sir John knowing Sutton's anxiety to get home, and the interest which had been made for that purpose, ordered the captain of the Sao Fiorenzo to take the Egmont, and Sutton to take my ship, when to my great astonishment Sutton declined going home, unless his ship went, the best conditioned and best manned of all those which came first out of England: for more than a week Agamemnon stood for England, and had the cornships, which were momentarily expected, arrived, I must have gone. However, when it was known in the fleet, many wished to go, and the captain of this ship had the preference, he being in a very bad state of health; if I hoist my flag here, the Goliath I fancy will be my ship;

she is, I hear, wretchedly manned; however, I don't mind, if I have but good stuff to work upon. I left Sir John yesterday off Toulon, in good health and spirits; he most particularly desired me to make his kindest remembrances to you, and to say, that he would write, but that I must say the truth, he had not a moment for writing: this station is particular for correspondence, for our ministers at all the Italian courts are ever writing. Should the French come out, I am satisfied we should give a very good account of them. As to the news of the armies, the French so far outnumber General Beaulieu, that he has been obliged to retreat into the Tyrol; Mantua is besieged, but we hope it will hold out a very long time. With kindest remembrances to every part of your family, believe me ever

Yours most faithfully,

HORATIO NELSON.

No. XLIV.

Page 68.—*The blockade of Leghorn, the capture of Porto Ferragio, &c.*

Captain, Leghorn Roads, Aug. 2, 1796.

MY DEAR SIR,

I SHALL confine my present letter principally to the subject of your recommendation, with that of many other friends of Mr. Summers. Very soon after his arrival, Admiral Hotham appointed him, in what was considered at the time a real vacancy, for it was certain Lieutenant Wenman Allison could not survive, and he died a very few days after his arrival in London. Lieutenant Summers feels chagrined, and so do I, that after having been a year

they paid the French for entering them, their countries would have been happy, instead of being filled with present misery, and diabolical notions of government.

We left St Fiorénzo on the 2d at night, and are now seeing our Smyrna convoy part of the way down the Straits, and hope to meet Admiral Mao, who has more than a month past, known the situation of our gallant admiral, orders have been sent to him to join us, which same days were received October 10th, but if that is the fact, Admiral Mao could not have sailed on the receipt of them.

So soon as our fleet is united, I have no doubt but we shall look out for the combined fleet, who I suppose are about thirty-four sail of the line, badly manned, and worse ordered, whilst ours is such a fleet as I never before saw at sea, there is nothing hardly beyond our reach. I need not give you the character of Sir John Jervis, you know him well, therefore I shall only say, he is worthy of such a fleet, for he knows how to use us in the most beneficial manner for our country. You will not forget me kindly to every part of your family, and also to Mr. Bradley and our naval friends, also to Simon Taylor. As I read in the paper St. Domingo is to be evacuated, I hope Jamaica will be safe. All the French army in Italy is going to the devil very fast. We live on shore, upon *what*? — Ever believe me

Your most affectionate

HORATIO NELSON

New 11, off Minerva.

I write this to go when opportunity offers.

Have you done the business for Mr. Summers?

No. XLVI.

Page 74.—*A short memorandum made by the Commodore himself.*

Irresistible, Lagos Bay, Feb. 21, 1797.

MY DEAR FRIEND,

I WAS too unwell to write to you by the *Lively*; but as I know how anxious you are for my welfare, both in health, and reputation, I send you a short detail of the transactions of the *Captain*; and if you approve of it, you are at perfect liberty to insert in the newspapers; inserting the name of *Commodore* instead of *I*. Captains *Miller* and *Berry*, &c. authenticated the truth, till I quitted the *San Joseph* to go on board the *Minerve*, and farther than this the detail should not be printed. As I do not write for the press, there may be parts of it which require the pruning-knife, which I desire you will use without fear. I pretend not to say that these ships might not have fallen, had I not boarded them; but truly it was far from impossible, but they might have forged into the Spanish fleet as the other two ships did. I hope for a good account of the *Santissima Trinidad*; she has been seen without masts, and some of our frigates near her. Sir John has just sent me word the *Rose* goes for England in a few minutes. I can only say, believe me ever

Your most affectionate friend,

HORATIO NELSON.

Captain Martin desires I make his best respects. My pendant is in this ship.

No. XLVII.

Page 185.—On the 13th having hoisted his standard.

MY DEAR FRIEND,

Naples, July 15, 1795

ALTHOUGH I am so ill that I can scarcely
up, yet I will not let the courier go off, without assuring
you that all your kindnesses to me are fresh in my me-
mory; I remember all my friends; I forgive, from my
heart, my envious enemies. May God Almighty grant
you, my revered friend, that health and happiness which
has never yet been obtained by

Your affectionate grateful friend,

NELSON.

My friend Troubridge is a general officer.

